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ISSN 0002-2705

August 1978

Volume 19 No 12

MAGAZINE FOR MODELLERS

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On the cover

Top One of the Mitchell bombers in the UK for filming, as described inside by Steve Richards (Steve Richards). **Centre** Typical Fiat G 91T colour scheme to accompany Bryan Philpott's conversion article inside (Martin Holbrook). **Bottom** Philip Meeson's diminutive Pitts Special in the red and white colours of the Marlboro cigarette company which has been delighting audiences at air displays all summer. The aircraft has a 180 hp engine which gives a power-to-weight ratio similar to a Formula 1 racing car. Philip's stunning aerobatic performance at Bassingbourn (see inside) was one of the highlights of the show (Michael Gilliat).

British Army uniforms. Our apologies for the loss of this popular feature this month due to circumstances beyond our control. Bryan Fosten will be back next month, however.

Important Announcement
See Page 688

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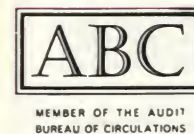
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Airfix Magazine is published for the proprietors, Airfix Products Limited, by PSL Publications Limited, on the fourth Friday of each month. Annual subscription rate £6.60 (USA \$13.50) from Surridge Dawson & Company (Productions) Limited. Second Class postage paid at New York Post Office, NY.



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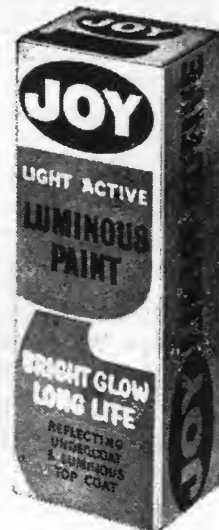
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Bassingbourn Anglo-American Air Festival

THIS MUCH-PUBLICISED two-day festival (May 27 and 28) was organised by the International Air Tattoo and rounded off the Anglo-American Week, when veterans of the 91st (H) Bomb Group returned to their old hunting ground. And certainly the organisers couldn't have asked for better weather. The hot sun and clear blue skies brought people out in their thousands to Bassingbourn Barracks, the Depot of the Queen's Division of Infantry. This venue was, of course, the natural choice for the festival, for not only was it the 91st Bomb Group's base during the war, but it is also exactly 40 years since it was first occupied by the RAF.

The overall atmosphere was more like the much-lamented Burma Star Days at Waterbeach than, say, Biggin, Duxford or Greenham Common, with the programme seemingly angled towards 'the interested layman' more than the hard-core aviation enthusiast.

With one or two exceptions, the static

displays were a little disappointing (US military participation being conspicuous by its absence). Fortunately the enthusiasm of

Above Major attraction at Bassingbourn — the Euroworld B-17 Fortress. Originally serialised 44-83735, it was built in 1944 and entered USAAF service early the following year. From 1947 to 1952 it belonged to Transocean Air Lines in California before being acquired by the French Institut Géographique National and registered F-BDRS. It was bought by Euroworld in 1974 and is now based at Duxford. **Below** Red, white and blue Britten-Norman Trislander. **Bottom** Three bright yellow Harvards from the Procurement Executive at Boscombe Down. These aircraft are used for air-to-air photography (Michael Gilliat).





Top The Harvard which created the most interest at Bassingbourn was this French-registered aircraft restored in pre-war US Navy colours of yellow and blue. **Second** Another welcome sight was this Dragon Rapide sporting BEA colours. On the far side of the nose is the legend 'BEA — 25 years. Channel Islands 1947-1972'. Colours are white and dark blue. **Third** Danish Alouette III from Vaerlose hoisting a man on board in front of the massive crowd. **Below** A lovely example of a DUKW from the 39/45 Military Vehicle Group display with dummy Browning machine-gun (Michael Gilliat).



the various military vehicle preservation societies (in particular the 39/45 MVG) ensured that this area was well represented. And indeed the great gathering of Harvards was certainly a rare treat. Harvards from Great Britain, Holland and Sweden attended this meet to celebrate the 40th anniversary of the trainer's service with the RAF.

Most striking were the three Harvards from the Procurement Executive, Boscombe Down, in their bright yellow schemes. Another example appeared in World War 2 Norwegian Air Force colours, while one arrived quite unexpectedly from France during the day sporting magnificent pre-war US Navy markings! Needless to say enthusiasts rushed forward with their cameras!

The flying display started with a bang, with the sudden and surprising flypast by the recently acquired Douglas A-26 Invader. It was a most refreshing sight to see this rare aircraft at a display and, as it is now based at Duxford, I hope it will be a regular attendee at air shows. This was followed by an interesting display of ground attack co-operation by a Buccaneer from 237 OCU Honington, linked with three Wessex HC 2s of No 72 Squadron filled with infantry trainees from Bassingbourn.

The Canadian Armed Forces CF-104 Starfighters (The Tiger Romeos) from 439 Tactical (Fighter) Squadron in Baden-Solingen, Germany, made their usual ear-shattering entrance and stunned the crowd with some very fast passes. It was a great shame the team was incomplete, two aircraft having been left behind in Germany as they were unable to take-off because of the heavy flooding. One interesting point about these aircraft was that they sported the new grey/green camouflage scheme with subdued national markings.

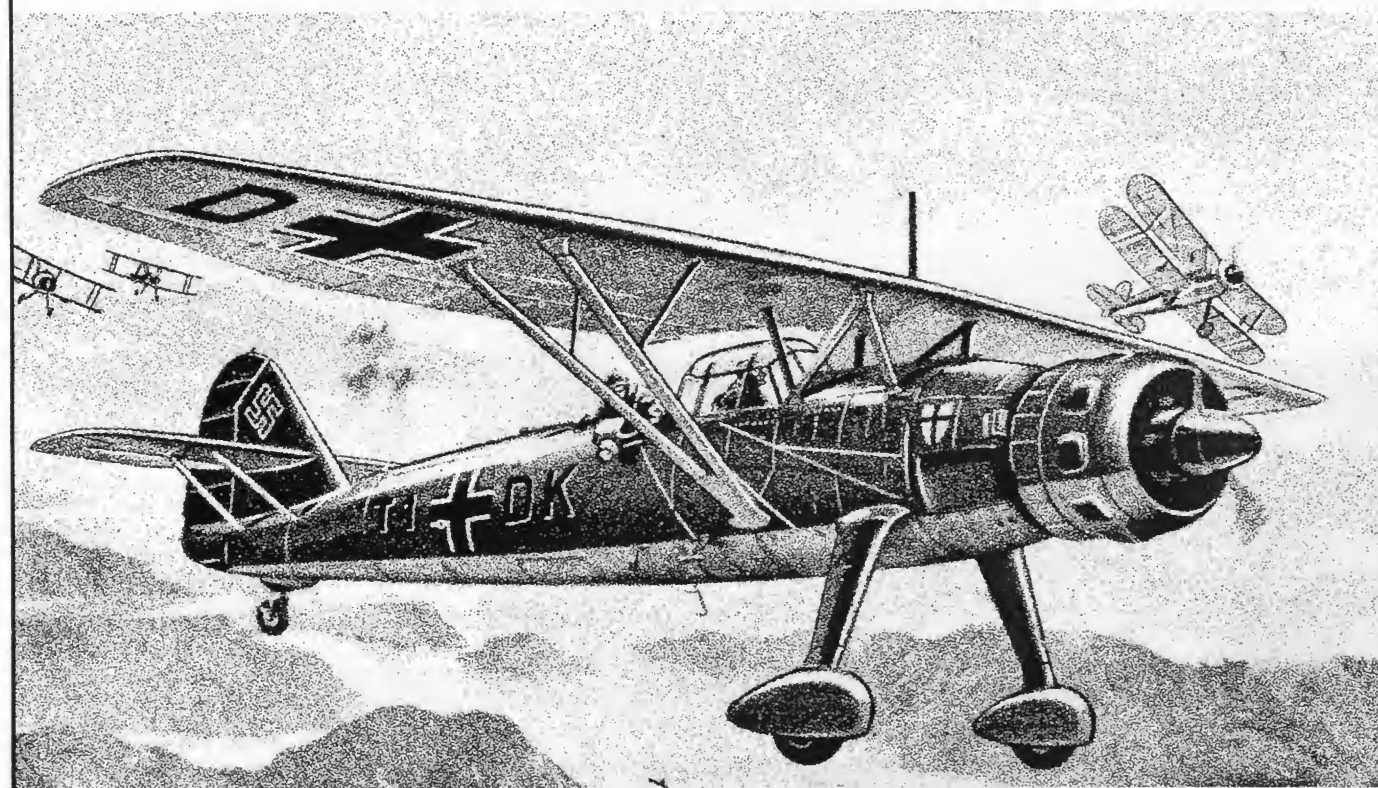
Other attractions were Philip Meeson's breathtaking aerobatics in the tiny Marlboro Pitts Special; the popular Hurricane and PR Spitfire from Coningsby; an immaculate performance by the RAF's Parachute display team, the Falcons, who descended trailing coloured smoke in the clear blue sky to land bang on target, right in front of the massive crowd (one of the team's best jumps in my opinion); a lovely flypast by the Canberra T4 from 231 OCU, Marham; a Fiat G46 in World War 2 Italian Air Force markings; a delightful display from Shuttleworth's Gloster Gladiator; a Sud Alouette III helicopter from the Royal Danish Naval Air Squadron, Vaerlose; a Saab Supporter from Station Flight Karup, Royal Danish Air Force; a Fokker S-11. Instructor from the Dutch Historical Flight; and a neat performance by the Firefly and Sea Fury from Yeovilton.

But really it was B-17 Flying Fortress from Duxford that was the star of the show. Cameras clicked and the crowd rose to its feet as the huge silver aircraft roared above the runway. However, it was a subdued display by the popular B-17, especially compared to Biggin Hill the week before, but it still created an immense amount of interest among the US veterans.

Not surprisingly the festival was more 'Anglo' than 'American' and indeed American participation was rather meagre. The F-4, F-15, and F-5 all made appearances on Saturday (the fascinating Eagle's visit was

Continued on page 646

NEW FROM AIRFIX



IT SHOT THE ENEMY THROUGH A LENS

During World War II, the German Army would have been blind without reconnaissance aircraft like the Henschel Hs 126.

Designed for short-range work, it usually flew below 6500 ft, the observer shooting enemy positions either with a hand-held camera, or with a Zeiss camera mounted in the rear fuselage bay.

When it came to reproducing the Hs 126, Airfix gained access to original documents captured in wartime, including the aircraft's handbook.

As a result, we've achieved remarkably intricate detailing of the cockpit, the engine vanes, and the instrument panel, in what is, after all, only a 1/72 scale model.

The kit has 57 parts, including an optional undercarriage and bomb load, 2 crew and a 3-bladed revolving propeller. Markings and painting instructions are provided for a 1940 Hs 126A-1 or a 1942 B-1.

Technical data:
Max Speed: 221mph.
Ceiling: 9840ft.
Wingspan: 47ft 6in.
Length: 35ft 7in.
Armament: MG17 and MG15 machine guns.

HENSCHEL Hs 126 1/72 scale





noticeably brief), and everyone in the press area missed the presence of an F-111. Not even the familiar USAF Hercules made an appearance. What a pity the USAF couldn't be better represented!

Nevertheless it was a most enjoyable day out. The festival was extremely well organised with few gaps, and the display was rounded off with the usual superb (and now perhaps taken-for-granted) performance by the Red Arrows. Impeccable as ever with brilliantly synchronised formation flying, they included their usual routine, but added the 'RAF Diamond Jubilee



Break' and a blistering flypast at the end. Just one of their 140 displays this year! A great time was had by all.

Michael Gilliat

Biggin Hill Air Fair

THE BIGGIN HILL International Air Fair has for some years been an established feature at the start of the summer air display calendar, and it has been said was in need of some rejuvenation. This the organisers achieved in mid-May when a most pleasant event was mounted with the main object of raising money for the new Battle of Britain Museum now being erected at Hendon.

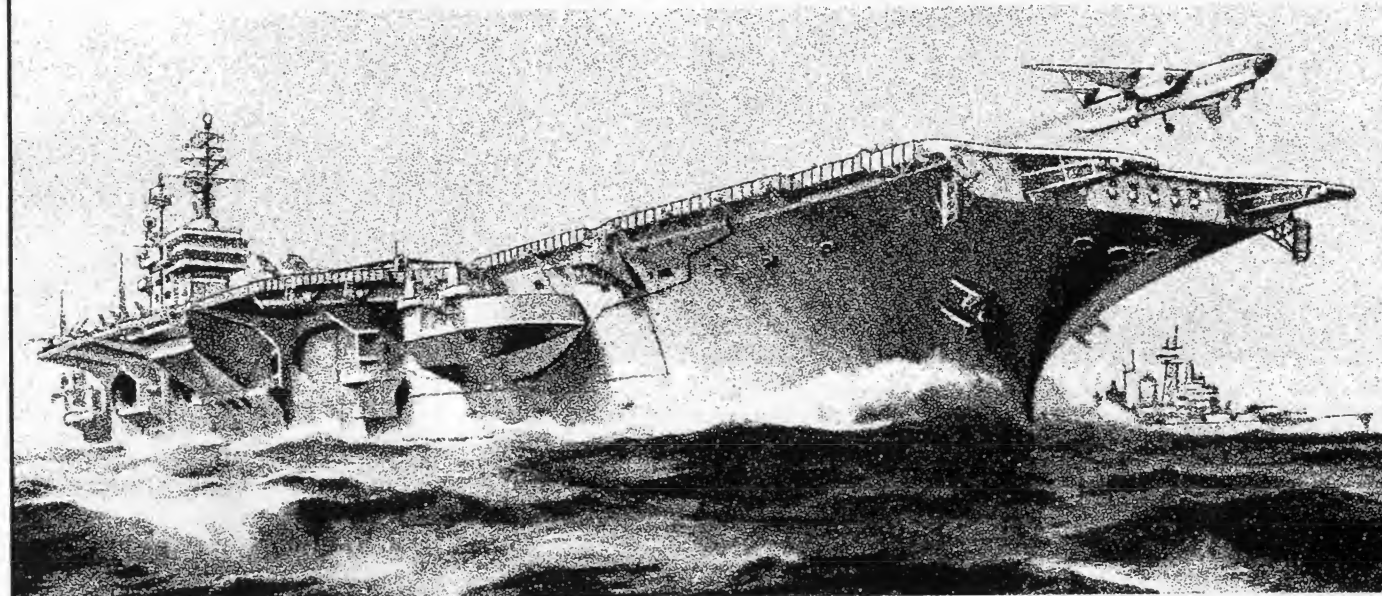
Apart from a welcome visit by a RNZAF Hercules, the static park consisted mostly of vintage and wartime aircraft, together with many elderly vehicles. In addition to the usual items from the RAF and Royal Navy, one could see Proctors, Prentices, Tiger Moths and Austers in military markings, together with a Stinson, three Harvards, a Beech 17 Staggerwing, a Vilma, and much more, whilst joy-flights could be

Continued on page 648

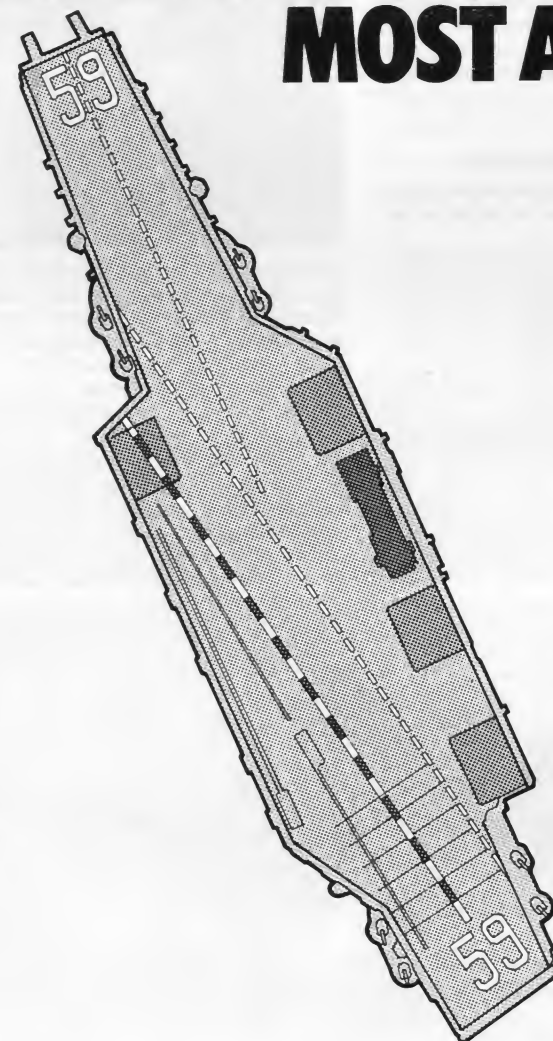
Top of page The de Havilland Canada DHC1 Chipmunk T10 from the Mosquito Aircraft Museum restored in the attractive livery of the Birmingham University Air Squadron (Michael Gilliat). **Left and below** Three views of the Euroworld A-26C Invader. Colour scheme is natural metal overall with dark green anti-dazzle panel, black serials and codes and yellow, edged black, fin band. The lettering crudely applied in yellow tape below the tailplanes is the US civil registration number. The vehicle on the left of the lower picture is a Dodge truck (Peter F. Guiver).



NEW FROM AIRFIX



SHE CARRIES MORE PLANES THAN MOST AIRPORTS



Commissioned in 1955, the USS Forrestal was the first of America's giant supercarriers.

She carries some 90 aircraft, and can launch 4 of them every 30 seconds from her 4-acre armoured flight deck. In 1978, this vast concentration of air power is joining the Mediterranean 6th Fleet.

If the new 1/600 scale Airfix model of this ship seems uncannily lifelike, there's a simple reason.

We managed to persuade the US authorities to give us the original shipyard plans of the USS Forrestal as she was equipped in 1957.

And you can't get more authentic than that.

The Airfix kit makes a 21.5 inch model, composed of 195 highly detailed parts, including 21 aircraft for deck display. Also included are full instructions, markings for ship and aircraft and a stand.

Technical data:

Displacement:	60,000 tons (1955)
Max Speed:	33 knots.
Flight Deck:	1,039 feet long.
Range:	800 miles per day.
Crew:	5,000.

USS FORRESTAL
1/600 scale





Top Future inmates of the new Battle of Britain Museum at Hendon will be this Bf 109E-3, Werk Nr 4101 and, beyond, an ex-Spanish Air Force CASA 352. The Bf 109 force-landed at Manston, Kent, in November 1940 and was then tested by the RAF with the serial DG200. It is now fitted with an engine from a Bf 110 and has been painted in the colours of 1/JG 51. The 'Ju 52' bears crudely applied German markings: it was formerly serialised T2B-272 and had silver upper and pale blue lower surfaces (Peter F. Guiver). **Right** Last minute adjustments to the port engine of Mitchell 'Gorgeous George Ann'. **Below** 'Brenda's Boys' on landing approach. **Bottom** Characteristically smoky start for 'Marvellous Miriam' (Steven G. Richards).

obtained in a Dragon Rapide. From the Museum collection came a Bf 109 (Wk nr 4101) and a Spanish-built Ju 52 which flew into Biggin just before the show.

The flying display comprised a balance of civil and military, old and new. Modern military machines included a restrained display by a USAF Eagle, formation flypasts by four French AF Mirage F1s and four Canadian Starfighters of No 421 Squadron. It will be a sad day for modern military enthusiasts when these smoking, howling machines are phased out.

The star item of the show was provided

by Euroworld, of B-17 fame. This was an A-26 Invader, recently arrived in Britain after three years restoration in the USA. It is planned to operate the A-26 alongside the B-17 around the air shows. Also at Biggin was a T-28 Trojan, one of a number of ex-Zaire AF machines which passed through Biggin recently en route to the USA. This is also to be restored by Euroworld for display purposes. *Peter F. Guiver.*

B-25s over Gloucestershire

DURING MID-MAY five North American B-25J Mitchells arrived at Luton, in order to be



prepared for a film entitled 'Hanover Square'. They emerged from Monarch's hangar looking very authentic in olive drab and neutral grey camouflage, and suitably adorned with some fine artwork.

The aircraft were then involved in the filming of static shots at the old airfield of Bovingdon.

On May 30 they arrived at Little Rissington, the base chosen for the action sequences. Little Rissington has been closed as an airfield for two years now, and the army are currently in residence. Therefore it was necessary to use nearby Staver-



ton as a refuelling base.

Filming from the Gloucestershire base started 6 am on Thursday, June 1. This consisted of the aircraft making touch and goes from both directions, formation flying, formation flying through simulated flak, circuits and landings.

Photographer Steve Richards was present to record the event, which was an exotic treat even for the most hardened aviation enthusiasts.

Aircraft involved

US Reg	Film serial	Aircraft's name
N9115Z	151645	'Marvellous Miriam'
N86427	151724	'Brenda's Boys'
N7681C	151790	'Amazing Andrea'
N9455Z	151863	'Big Bad Bonnie'
N9494Z	151632	'Gorgeous George Ann'

Thruxton War Day

DESPITE A heavy downpour in mid-afternoon the weather was a good deal kinder for this year's MVCG show than last. A fine selection of World War 2 vehicles, as well as some post-war ones, were on show. Among the heavy wheeled entries Bedford QLs seemed to be the favourites with several command vehicles, a 'Drooper' TCV, and an RAF petrol bowser. The Mack NM6 and three DUKWs were also there but the Scammells and Albion we have seen at previous shows were missing.

Jeeps, of course, there were in plenty, but not in such overwhelming numbers as has sometimes been the case in the past. In the light classes there were multiple entries of Humber heavy utilities, Bedford MWs, Dodge ambulances, and even NAAFI vans, but our favourite was a beautifully restored Morris CDSW 30 cwt breakdown truck of 50th Division complete with a 'Tilly' on tow.

In the light armour a White scout car and two Windsor carriers, one British and one



Top 'Amazing Andrea' belching smoke as the port engine is run up. **Above** Not a wartime shot... the five B-25s flying through simulated 'flak'. **Below** Mitchell line-up with 'Marvellous Miriam' closest. **Bottom** 'Brenda's Boys' taxiing (Steven G. Richards).





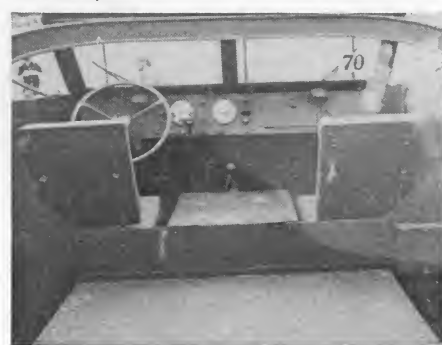
the Canadian Ford pattern, caught our eye. Dingoes were fewer than usual perhaps, and the solitary Universal that we saw was relegated to giving rides to children. There were also a couple of M3 half-tracks, one in a rather improbable 7th Armoured Division colour scheme, and both a USMC Weasel and an amphibious jeep.

The *pièce de résistance*, however, was undoubtedly the heavy armour — in the form of P. Gray's recently acquired M-10 (surprising what you can still find in scrap-yards), which, although in fact a British Achilles 17 pdr, he is we understand converting to the US 3-inch gun version.

A notable absence, despite being listed on the programme, was Tony Oliver with his German vehicles. In consequence the third Reich was represented by a bogus armoured car and a Bedford 3-tonner painted in German colours, and a Kubelwagen as far as we could see, although there were numerous figures about in German uniforms of varying degrees of authenticity waiting to take part in a mock battle at the end of the day which we were unable to stay for.

It is encouraging to see the number of 'new' vehicles which still keep turning up at rallies of this sort, and the efforts of those who find and restore them are most praiseworthy; one cannot help feeling, however, that it is a pity that in some cases the finished product fails to be as authentic as it could be due to poor research on markings or efforts to convert rather than restore vehicles. *John Sandars*

Top and centre left Two views of P. Gray's M10 with the cut-down gun trained aft. Although actually a British Achilles, this tank destroyer has been repainted in US colours. **Top right** Windsor Carrier Mk I belonging to R. Venners. This elongated version is far less common than the Universal Carrier. **Bottom left** P. Busby's beautifully restored Morris 30 cwt 6 x 4 CDSW light breakdown truck complete with Hillman Utility 'on tow'. **Below** Interior of White Scout Car entered by R. Halsall (John Sandars).



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ROYAL NAVY COASTAL FORCES



Part 1 in a new series from John Lambert

PART ONE of a new series, to bring the model maker and warship buff authentic scale drawings and details of the small ships as used by the Royal Navy during World War 2.

All the drawings are re-drawn from official sources, and some additional armament details are included. Copies of the originals have been purchased from the Draught Room at the National Maritime Museum, at Greenwich, or Vosper Thornycroft and various other establishments where armament details have been obtained.

Owing to the time required to complete new drawings, the series will not be continuous, but additional subjects will be passed to the editor as they are completed. Later items will include detailed drawings and lines of the 72-foot-long Harbour Defence Motor Launch, which was built in considerable numbers both here and abroad, and the famous Fairmile 'D', a combined MTB/MGB, as well as other subjects of interest.

The story of Motor Torpedo Boats, as operated by the Royal Navy, dates back to World War 1, when it was suggested that it was possible to use small high-speed motor boats to pass over the huge defensive German minefields and attack enemy ships on their own doorstep, with torpedoes. This idea resulted in the construction of a number of 40-foot-long motor boats, armed with a single 18-inch torpedo, which was launched over the stern. The boat, powered by a single petrol engine, and capable of 30 knots, had a weight restriction of 4½ tons so as to utilise the 30-foot motor boat davits which were fitted to the light cruisers of the period.

The company of J. I. Thornycroft constructed 12 of the new boats in their boatyard on Platt's Eyot, on the Thames, during 1915, in conditions of great secrecy. The first was launched on April 6 1916, being constructed of three skins of mahogany planking, on closely spaced ribs of American elm. The single 18-inch torpedo was

fired by a lever in the small cockpit. The lever fired a cordite charge, and the torpedo was launched stern-first from the trough in which it lay, by a ram activated by the firing of the charge. The torpedo commenced its run on entry into the water, and the boat then simply turned sharply to port or starboard, allowing the torpedo a free run to its intended target.

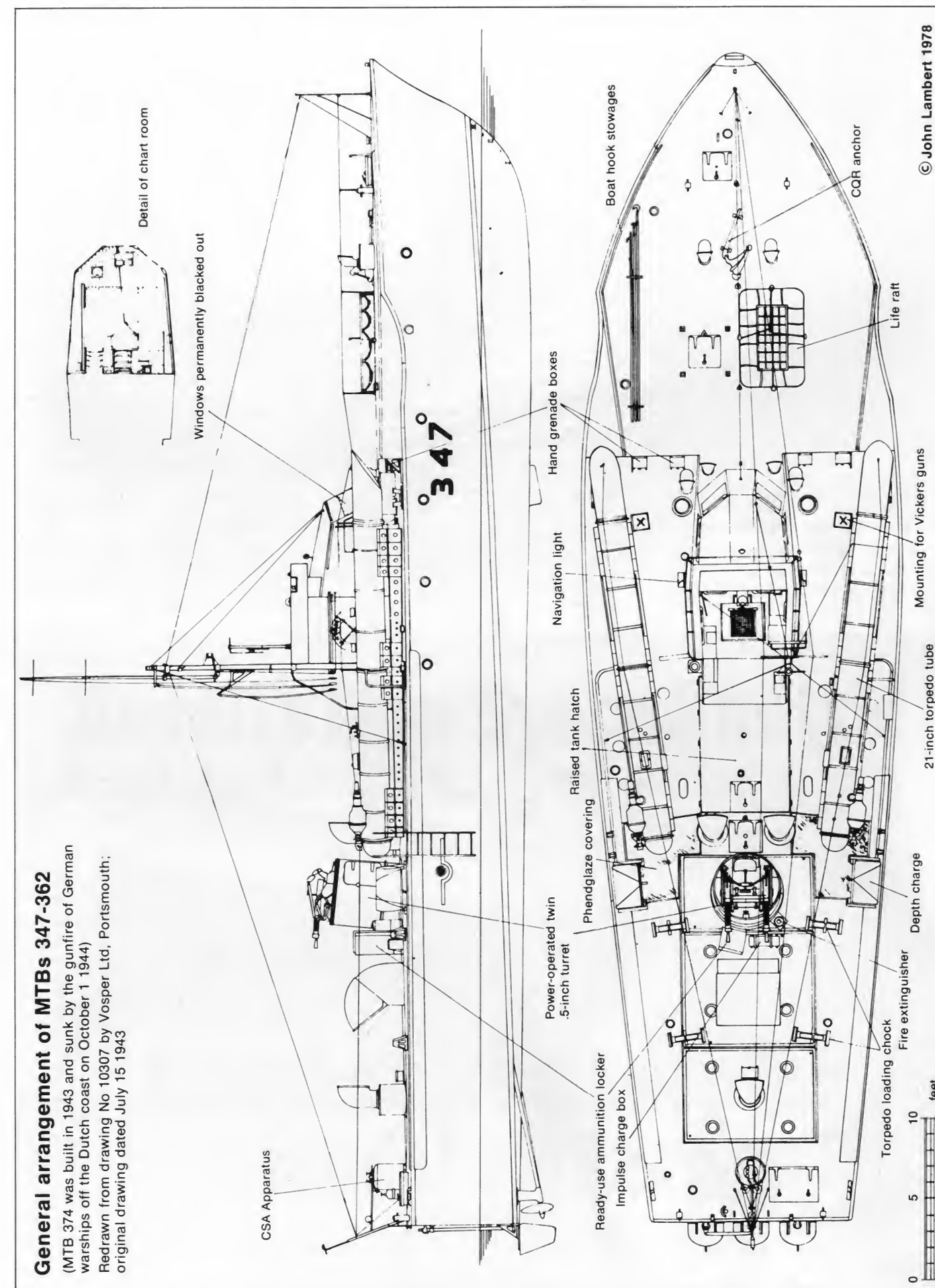
The small size of the craft imposed many restrictions. Weight was critical, and navigational aids simply comprised a chart table and a compass fitted in front of the helmsman. The open cockpit was just large enough for two officers, being situated between the single Thornycroft V-12 250

bhp engine, and the fuel tank. The poor mechanic had a wooden seat below deck level next to the bilge pump, where he spent his time tending the engine. Trials carried out on the Thames established that 33½ knots could be maintained with a full load of fuel (100 gallons) and the torpedo. The boats' defensive armament consisted of two .303-inch Lewis guns.

Navigation was difficult, particularly off the enemy coastline, which was low and flat. When the new craft, now to be called Coastal Motor Boats (CMBs) were dropped from their parent cruiser, they had to make their way by dead reckoning, by compass, engine revolutions, and soundings with a lead and line.

The first operations were carried out

Top of page MTB 378 was an American-built Vosper armed with two 20 mm Oerlikon guns.
Below MTB 356 under overhaul and being scrubbed down. Note that her mast has been removed (IWM).



General arrangement of MTBs 347-362

(MTB 374 was built in 1943 and sunk by the gunfire of German warships off the Dutch coast on October 1 1944)
Redrawn from drawing No 10307 by Vosper Ltd, Portsmouth;
original drawing dated July 15 1943

against German shipping lying in the Schillig Roads during October 1916, but were not a success due to fog. However, in March 1917, during operations off Ostend, the new German destroyer G.88 was sunk and other units damaged.

Due to problems associated with their small size, and problems of seakeeping, an improved CMB was developed by the parent company. The length was increased to 55 feet, and the torpedo armament doubled. This resulted in an improved performance and better seakeeping, and the type was therefore utilised for other purposes, such as minelaying, where its high escape speed was an advantage, and for anti-submarine duties, where it was rather uneconomical, and not suitable for long slow patrols.

With peace in 1918, a few units were posted abroad to support our allies and occupation forces against the Bolsheviks. Operations were carried out against Bolshevik heavy units and destroyers in the Baltic ports, with CMBs collecting intelligence and landing secret agents.

The coastal motor boats were soon to pass out of service in the RN, with the depots closing down, and the resultant loss in commanding officers being trained in coastal operations and much needed improved technical developments being discontinued. The design of small fast war-

ships was left to private industry, as with the financial restrictions imposed by the Government of the day, the cost of new developments would have been prohibitive, and it was considered that private industry could soon supply any new small defensive motor boats needed in time of war. Thornycroft, however, still supplied improved CMBs to a number of foreign nations. Other countries improved on war-time designs, with new developments from their own shipyards. New power plants of improved reliability and power to weight ratio were developed, particularly by the Italians.

Germany had not been idle either. Their shipyards had built warships for other nations to keep abreast of modern developments. They had also much improved the diesel engine, and from 1932 a new 'Schnelboot' (Motor Torpedo Boat) Flotilla was formed. Powered by three seven-cylinder MAN diesel engines, the 'S-boat' continued to be modified and improved right through to 1945, being superior to any other warship types for high-speed attacks in coastal waters.

British naval staffs were totally indifferent to the research, construction and training which had been undertaken by the German navy during the 1920s and '30s.

In 1935, with signs of war clouds gathering over Europe, the Admiralty placed an order with the British Power Boat Company for six 50-foot Motor Torpedo Boats. These were to form a nucleus for training and development. They still retained two covered tubes, which were fired through

flaps in the flat transoms. They also had a small upperworks and bridge and were a basis for better sea-going boats. These units formed the 1st MTB Flotilla, and were sent out to the Mediterranean. An additional 12 boats were ordered in 1937, to form the 2nd Flotilla, to be based at Hong Kong, although half were sent to back up the numbers of the 1st Flotilla.

Other private shipyards had designs to build small wooden ships, to implement the lack of numbers in time of war. Many had constructed fast racing boats, and had built up a useful practical knowledge of the very real problems involved.

With all our coastal forces in the Far East or held down in the Mediterranean, due to the Abyssinian crisis, it was plain that additional units would be required for the defence of our own coastline.

A large contract was given to the well-known firm of Vospers. They had produced some first-class racing boats and fast launches for the Royal Navy. Their chief designer, Commander (E) Peter du Cane RN, was an engineer officer and pilot, and had a sound grounding in the engineering and design problems. The company had designed and built an experimental MTB in 1938, and after considerable service trials, this was accepted into the service as MTB 102. It was superior in many respects to the earlier designs.

From this poor and badly organised start, with no or very little operational experience, and no planned organisation or service back-up, the few units available at the

Continued on page 656

MTB 48 — an early Vospers design built by J. S. White at Cowes in 1940 — with a British power boat MGB in the foreground (IWM).



Revell's New Space Shuttle

NASA's Space Shuttle is the most important step in space exploration since Neil Armstrong set foot on the moon.

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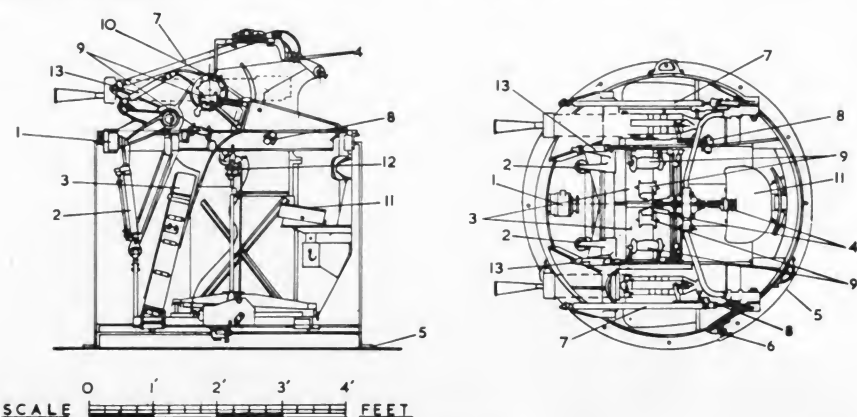
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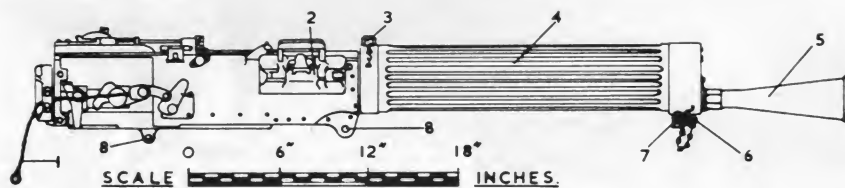


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Detail of twin .5-inch Mark V powered mounting

- | | |
|------------------------------|----------------------|
| 1 Training motor | 8 Firing piston |
| 2 Elevating rams | 9 Guide rollers |
| 3 Ammunition box | 10 Trunnion |
| 4 Sights | 11 Gunlayer's seat |
| 5 Base sight 53½ in diameter | 12 Controls |
| 6 Door clip | 13 Gun elevating rod |
| 7 Sight operating rod | |



Detail of .5-inch Vickers machine-gun

- | | |
|-------------------------------|-------------------------------|
| 1 Loading and cocking lanyard | 5 Flash eliminator |
| 2 Feed block | 6 Steam escape plug |
| 3 Filling plug | 7 Drain plug |
| 4 Water jacket | 8 Position for securing bolts |



Twin .5-inch machine-gun power turrets and depth charges on three Vosper MTBs in the Mediterranean. Furthest is American-built MTB 281 (IWM).

outbreak of the war were composed mainly of boats which had been ordered by foreign navies, and retained for our own use; a few, one-off, experimental designs; and a few new improved MTBs just starting to come off the production line of a few builders and subcontractors.

These small craft were commanded by RNVR officers and part-time sailors, and operational experience gradually built up as a result of lessons learned the hard way, bitter experience and mistakes.

There were very many problems with the

new boats, but within two years or so the Royal Navy built up a first-class and very potent fighting force.

New improved designs were coming off the drawing board, with hulls capable of keeping to the sea, and fighting in worse sea conditions. Hulls were stronger, and better equipment, R/T and early radar sets, helped to locate enemy convoys. Defensive armament had improved, and the powerful 20 mm Oerlikon began to take the place of the lighter .5-inch machine-guns. Better and more reliable engines were made available from the USA and the fight was taken to the enemy whenever possible.

Early Vosper boats were powered by the excellent Italian Isotta Fraschini petrol engines, but by June 1940, when Italy entered the war on the side of Germany, the source collapsed. Plans had been put in hand to build the engine under licence, but this never materialised, and as a result the Navy was forced to utilise less efficient power units, not designed for marine use, but converted to fit, with the resulting loss in reliability and speed.

This problem was overcome with the supply of American-built Packard engines of 1,100 bhp, which began to arrive in useful numbers, under Lease Lend, by early 1941. Until engines became standard, boats of the same flotilla had differing performances, and the maintenance problems were immense.

Our main subject for this issue is the Vosper 72 foot 6 inch-long Motor Torpedo Boat, MTBs 347-362. This was a slightly updated design, being a re-order of a 1940 Admiralty contract. These joined coastal forces from 1941 and the type formed the bulk of the early Vosper units constructed during the war. In all a total of 129 units based on this design were built, 66 in British yards and 63 in the USA under licence.

They were constructed of double skin mahogany throughout. In earlier boats only two transom-slung rudders were fitted, but later units had a third rudder fitted aft, on the centre line, to improve the turning circle, and earlier boats were modified during refits or maintenance periods.

The drawing gives the layout of the last group, MTBs 347-362, 16 boats ordered in 1942, and built at Vosper's yard at Porchester. They displaced 44¾ tons, with a length overall of 72 feet 6 inches, a beam of 19 feet 3 inches, a draught of 2 feet 9 inches forward and 5 feet 6 inches aft.

They were powered by three Packard petrol engines of 1,400 hp, with an auxiliary Ford engine for generating electrical

Vosper 72 foot 6 inch Motor Torpedo Boat data

Dimensions: overall length 72 feet 6 inches, beam 19 feet 3 inches, draught 2 feet 9 inches (forward), 5 feet 6 inches aft

Displacement: 44.75 tons

Machinery: Three-shaft Packard petrol engines; bhp 4,050/3,600=39.14 knots

Armament: Two .5-inch machine-guns in power turret; four .303-inch (2 x 2) Vickers gas-operated guns; two 21-inch torpedo tubes; two depth charges. (Later the .5-inch mounting was replaced by a 20 mm Oerlikon mounting.)

Complement: 12

Fuel carried: 2,725 gallons

power. With the three Packards, driving three shafts, they had a maximum speed of 38.94 knots at 2,400 rpm, and 35.9 knots at 2,200 rpm (continuous). The fuel was stored in three self-sealing tanks amidships. The centre tank held 1,025 gallons and the two wing tanks each contained 850 gallons (at 95 per cent full).

The original drawing that I used (No 10307) drawn by Vosper, is dated July 15 1943, and is the 'As fitted' general arrangement for the contract No C.P. 35093/42. Her main offensive armament was the two 21-inch torpedo tubes, whilst for defence she carried twin .5-inch Vickers machine-guns, mounted in a power-operated Mk V turret. The rate of fire of these belt-fed guns was approximately 700 rounds per minute each, with a muzzle velocity of 2,520 fps. Additional firepower was supplied by two twin Vickers .303-inch gas-operated machine-guns carried on pedestal mountings, inboard of the torpedo tubes. Boxes of hand grenades were carried to prevent boarding, as well as two depth charges, used on occasions for dropping in the path of enemy units.

The upper deck firepower was much improved by the deletion of the twin .5-inch power turret, and its replacement with a single 20 mm Oerlikon mounting. Later it was found that with a little substitution of weights, a similar gun mounting could be fitted on the fo'c's'le.

The crew consisted of two officers and 11 ratings, and frequently spare officers under training, or awaiting their own commands, came along for the ride.

These later units had improved radio equipment, an echo sounder, radar, and chemical smoke-making apparatus. The wheelhouse and upper bridge were armoured.

With the build-up and preparation for the Normandy landings, most of these craft were fitted to lay mines off the French, Belgian and Dutch coasts.

Three of this later group became war losses. On the night of September 30/October 1 1944, MTBs 351, 360, 349, 347, and 350 of the 11th flotilla attacked a German convoy off Ijmuiden. The attack was beaten off by the strong naval escort, and MTBs 360 and 347 were sunk by gunfire.

MTB 356 was sunk by gunfire from German ships off the Dutch coast on October 16 1943, whilst No 352 was lost in a collision in the North Sea on March 26 1944.

The drawing details the major MTB of the 1941-1943 period. There were some detail changes in the design over the period of re-ordering of contracts, as better equipment came into service. The units based on this general design were Numbers 73-98, 222-245, and 347-362. Those constructed to Vosper's design in American yards under licence were numbers 275-306, 363-378 and 396-411.

The drawing of MTB 347 and her sisters, with additional details of the power-operated twin .5-inch mounting, and the gun itself, are available on Sheet L/S/21 from the David MacGregor plans service.

Next month we shall examine in detail MTB 379, the prototype of a much-improved Vosper design of 1942, which came into service in 1944, and is the subject of the excellent Airfix kit. Detailed internal arrangements will also be included. □



The infantry

THE MAIN obstacle in the way of an Airfix Napoleonic army for Britain is the Belgic shako. This was not introduced until 1811 and did not come into general service until late 1812: it is doubtful if it was used at all in the Peninsula — apart from newly arrived regiments. Light infantry and Rifles retained their stove-pipe shako until 1816: officers wore the bicorne until 1812.

The trousers and grey spats on the Airfix figures were also officially sanctioned for active service in 1811, so by stretching the point about issue of new shakos it is possible to have a plastic army for, say, 1811-14. It is also possible, though not really satisfactory, to trim the Waterloo shako into a stove-pipe one by removing the side hackle and cutting down the front, leaving a new hackle front and centre. The only alternative is metal figures, although there are a few units which can be made for pre-1811:

Fusiliers 1802-11 The bearskin was worn by sergeants of Fusilier regiments (5th, 7th and 23rd Foot) and probably some of the men until circa 1811. The remainder of the uniform was as other line regiments — blue-grey overalls or white breeches and black gaiters; red jacket with collar, cuffs and shoulder straps in the facing colour, and white loops. Equipment comprised a black pack; medium blue water bottle with brown strap; white haversack; and grey overcoat. Officers' jackets were scarlet with crimson sash. The 7th and 23rd had blue facings and gold officers' lace; the 5th goshing green and silver lace. The bearskin was black with red cloth cap showing at the rear. Hackle and cords were white for grenadiers, green for light companies, with

Napoleonic Wargames Figures

Part 3 — The British by Terry Wise

white cords and white over red hackle for the other companies. Officers had gold and crimson cords, hackle as their men.

Fusiliers are made from British Grenadier figures, as it is unlikely there would be a combination of bearskin and overalls.

Brunswick Infantry 1810-14 From 1810-12 one battalion and three Jäger companies of Brunswickers fought in Portugal and Spain. The battalion companies wore all black with light blue facings and leg stripe; equipment as British except belts were black and pack fawn; shako with white skull and crossbones and black plume. The Jägers (Oels) wore a dark green coat with light blue facings and grey trousers (probably piped light blue); remainder as battalion companies. Use British Infantry figures with shako heads. For officers use RHA gunner with match (place flag stave in this hand) with a shako head. North shows the Oels' plume as little more than a pompom; a more elaborate plume can be made by inserting the top of a pin into the shako and glueing a little cotton wool to it.

1st (Duke of York's) Greek LI 1809-14 Raised in 1809 for local defence of the Ionian Islands, this regiment had a highly individual uniform — red 'bolero' with green cuffs, yellow piping and green braid, worn over a white shirt; red cap, green pompom; white *fustanella* (or skirt) and breeches; red stockings with green cross garters; fawn boots; black belts. Officers had gold garters; black boots; white and gold turban; yellow vertical lace on bolero; pink cuffs and waist sash; crimson sash over right shoulder; crimson scabbard. The regiment can be made from Highlanders, the only conversion being the bonnet into a cap by trimming, and reducing the ridge

British regiments in classic defensive position at Sorauren, 1813.





Above Highlanders repulsing the French cavalry at Waterloo.
Right Wellington.



between legs and stockings: the remainder of the transformation is by painting.

The cavalry

Heavy cavalry 1812-14 A black bicorne was worn until 1812 when a black helmet with brass fittings and comb was adopted for all regiments. Dragoon Guard helmets and those of dragoons had a black mane and frontal tuft; the Household Cavalry a black over red crest and white over red plume on the left side. 2nd Dragoons kept their black bearskin cap.

The Royal Horse Guards wore a dark blue jacket with scarlet facings and gold lace; light blue overalls with two yellow stripes; buff sabretaches. Officers had a red and gold sash and red sabretache embroidered in gold. All other regiments

wore a red jacket with lace and facings as listed, and grey overalls with red stripe. Lace was worn in four broad strips down the coat front, the edge of cuffs, collars and shoulder straps. Facings and lace — 1st and 2nd Life Guards, 1st Dragoon Guards, and 1st, 2nd and 3rd Dragoons all had blue facings with gold lace; 2nd Dragoon Guards, black with silver lace; 3rd, white with gold lace; 4th, blue with silver lace; 5th, green with gold lace; 6th, white with silver lace; 4th Dragoons, green with silver lace; 6th, yellow with silver lace.

Use Cuirassier figures, removing boot tops to create overalls, remove cuirass detail, and add side plume where necessary with a piece of pin thickened with glue. For 2nd Dragoons use French Imperial Guard heads.

Light dragoons From 1805-14 all regiments wore a dark blue coat with lace and facings as listed; white breeches with half boots; red sash; black Tarleton helmet with black crest and white side plume; shabraques dark blue, edged facing colour. Facings — 8th and 16th, scarlet; 9th and 23rd, crimson; 11th and 13th, buff; 12th and 19th, yellow; 14th and 20th, orange; 17th and 22nd, white; 21st, black. 8th, 9th, 13th, 19th, 20th and 22nd gold lace, the others silver.

The King's German Legion had three regiments of light dragoons (converted to hussars in 1813) dressed as British but the jacket lapels in the facing colour, piped white, and without lace — 1st, red; 2nd, white; 3rd, yellow. The plume was white over red.

From 1811 light dragoons wore overalls,

the jacket lace was replaced by lapels in facing colour, and the helmet by a black shako. The overalls might be grey, blue-grey, dark brown or wine colour, with piping in the facing colour or in yellow or white. All types of cavalry now carried a sabretache (most often black).

The RHA mounted officer is used until 1811, with a French shako on RHA riders for 1811 onwards, braid removed. Use the Hussar horse.

Hussars 1811-14 1811 also saw the official introduction of hussars, the 7th, 10th, 15th and 18th Light Dragoons being converted. Dolman, pelisse and overalls for the regiments were dark blue with white braid. The 7th and 18th had white fur and facings; the 10th and 15th black fur (10th grey until 1814) and scarlet facings. Busbies were replaced by shakos in 1812/13. The 7th had a black shako; the 10th and 15th scarlet (from January 1813), the 10th's with a white band round its top. The 10th's busby was brown (officers' grey) with red bag; the 18th's black with light blue bag. Plumes were white over red.

KGL hussars wore a blue pelisse and dolman with blue or grey overalls; facings and braid as listed for light dragoons. All three regiments wore brown busbies with red bags except the ORs of the 3rd, who had black shakos with a yellow band round its top. All three regiments used black sheepskins with edging in facing colour.

The Brunswick Hussars (1809-14) wore an all-black uniform, shako (officers' trimmed with gold round the top), and plume; light blue facings and leg stripe (officers' gold) and red and light blue waist sash. The shabraque was black edged light blue.

All hussar figures may be modelled from the Hussars with (where necessary) boots trimmed to represent overalls and busby replaced by French shako. Use Hussar horses.

Artillery 1811-14

The RHA uniform as shown by the Airfix figures was worn throughout our period, overalls replacing breeches and boots circa 1811. Field artillery figures are made from the Infantry kneeling-loading, standing-at-ease and sergeant figures, with muskets and halberd head removed — the latter used as a basis for a ramrod. Uniform detail as infantry but blue coats and red facings; turnbacks white, loops yellow. Brunswick horse gunners wore black shako, belts and dolman; light blue collar and cuffs; black overalls piped light blue; yellow and light blue waist sash. Use RHA gunners with shako head.

The services

Artillery drivers 1811-14 As field artillery



Most of my British 'Army' drawn up to face the French, heavy cavalry on left. The conglomerate of lancers in the foreground are metal and from various Allied corps engaged in the battle.

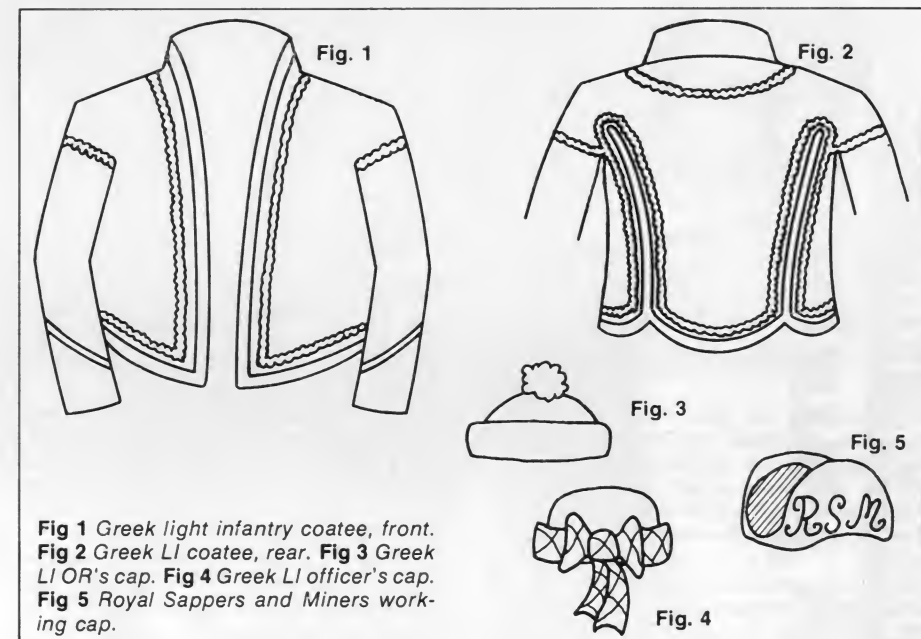


Fig 1 Greek light infantry coatee, front.
Fig 2 Greek LI coatee, rear. Fig 3 Greek LI OR's cap. Fig 4 Greek LI officer's cap.
Fig 5 Royal Sappers and Miners working cap.

but with overalls and helmet as RHA. A forage cap was frequently worn. Use RHA rider with braid, belt and sword removed. Use World War 1 German heads for the forage cap if preferred, in which case omit the yellow loops.

Royal Waggon Train 1811-14 Dark blue

Light dragoon squadrons from RHA mounted figures.



Below left 6 pdr battery with gunner conversions. Below right Brunswick battalion and jäger companies from British Infantry figures.



JUMBO!

Modelling the M4A3E2 Sherman in 1:76 scale by **Julian Jackson**



WARGAMERS! Do your Shermans get blasted by Panthers and Tigers? Are they easily baulked by pillboxes and strong-points? Can even small anti-tank guns knock them out? Is their armour too thin, then? You need a Sherman Jumbo assault tank!

Seriously, though, the first lesson most World War 2 wargamers learn is that M-4s with thin armour and short 75 mm guns are vastly inferior to the German Panthers and Tigers. Upgunning the Shermans to 76 mm or 17 pdr does much to make the contest more even, but what miniature Allied armies often lack is a heavily armoured assault tank. So here is a fairly straight-forward conversion which is useful for wargamers and provides an interesting variant for collectors.

The M4A3E2 Sherman 'Jumbo' Assault Tank, introduced in 1944 for the invasion of Europe, had extremely heavy armour — 4 inches on the glacis plate, 5½ inches on the differential housing, and 6 inches on the turret front and sides. Its weight was 42 tons with the additional armour — 10 tons over the normal Sherman — and so grouzers were added to the tracks to relieve the overloaded suspension by bringing the ground pressure down. M4A3E2's were first used in action spearheading 'Operation Cobra', the breakout from the Cherbourg peninsula, and in small numbers throughout the campaign in Europe.

Unfortunately, this conversion cannot

really be accomplished without purchasing both an Airfix and a Fujimi Sherman kit, total outlay — about £1; which may be a bit expensive for some of our younger readers, although I think it is well worth while for the rather different Sherman that results.

Basically the conversion is adding the Airfix suspension to a modified Fujimi hull topped with a scratch-built turret, which is a lot easier than it sounds!

Take the Fujimi hull top (part 1) and file off all detail on the glacis plate. Cut from 20 thou plastic card the two new side plates and the new glacis plate. Chamfer the top edge of the new glacis but leave the bottom edges square as that was how the originals armour was treated (see Fig 1). Cement to model. It is best to chamfer the top edges of the side plates before cementing to the hull and then chamfer the others after the plates have been cemented in place. I did not try to completely eliminate the join lines between the added plates and the hull as the originals were roughly welded on and this shows in photographs as gaps creating an effect which I think looks more realistic. Drill four small holes in the glacis for the lifting lugs. Fit the raised surround for the MG out of stretched sprue or wire.

Now file flat the suspension locating pins and raised areas on the Fujimi lower hull sides (parts 50 & 51) (see Fig 2). Assemble the six Airfix bogie units and leave to dry thoroughly, then file off all the locating pins on these. Now cement together the

M4A3E2. Points to note are the added grouzers on the outer edge of the tracks, the rough finish on the edges of the new glacis and the heavy texture of the turret armour (Peter Chamberlain collection).

Fujimi hull top, bottom, rear, and lower sides and leave till completely dry.

Next cement the bogie units to the assembled hull using the raised areas on the hull bottom for the HVSS (Fujimi) bogies as the exact positions of the VVSS (Airfix) ones. You could use 'Plastic Weld' cement here for greater strength. Widen the idler holes with a pointed file or knife blade and glue in the Airfix idlers. Assemble the Airfix sprockets and glue in position too.

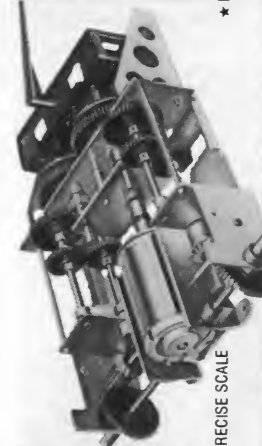
I judged from photographs that the new cast differential housing seems identical to the older cast sharpnosed housing, except presumably it is an inch or two thicker. I just used the Fujimi one as I feel any difference is negligible.

Contrary to the Fujimi instruction sheet, their kit is of a late model M4, not an M4A3, the difference being the engine and rear hull details. It is therefore necessary to make changes in this area to produce a 'Jumbo' but beginners or someone wishing for an only slightly different model could just follow these instructions then make up

Continued on page 662

1:16 LEOPARD A4

★ REQUIRES 2 CHANNEL 2 SERVO DIGITAL PROPORTIONAL RADIO CONTROL SYSTEM AND A 6V SEALED BATTERY ★ SPRUNG DIE CAST SUSPENSION ★ INTERLOCKING STEEL TRACKS



★ READY TO ASSEMBLE MODEL KIT 1/16 PRECISE SCALE

1:16th SCALE TANK SUITABLE FOR RADIO CONTROL

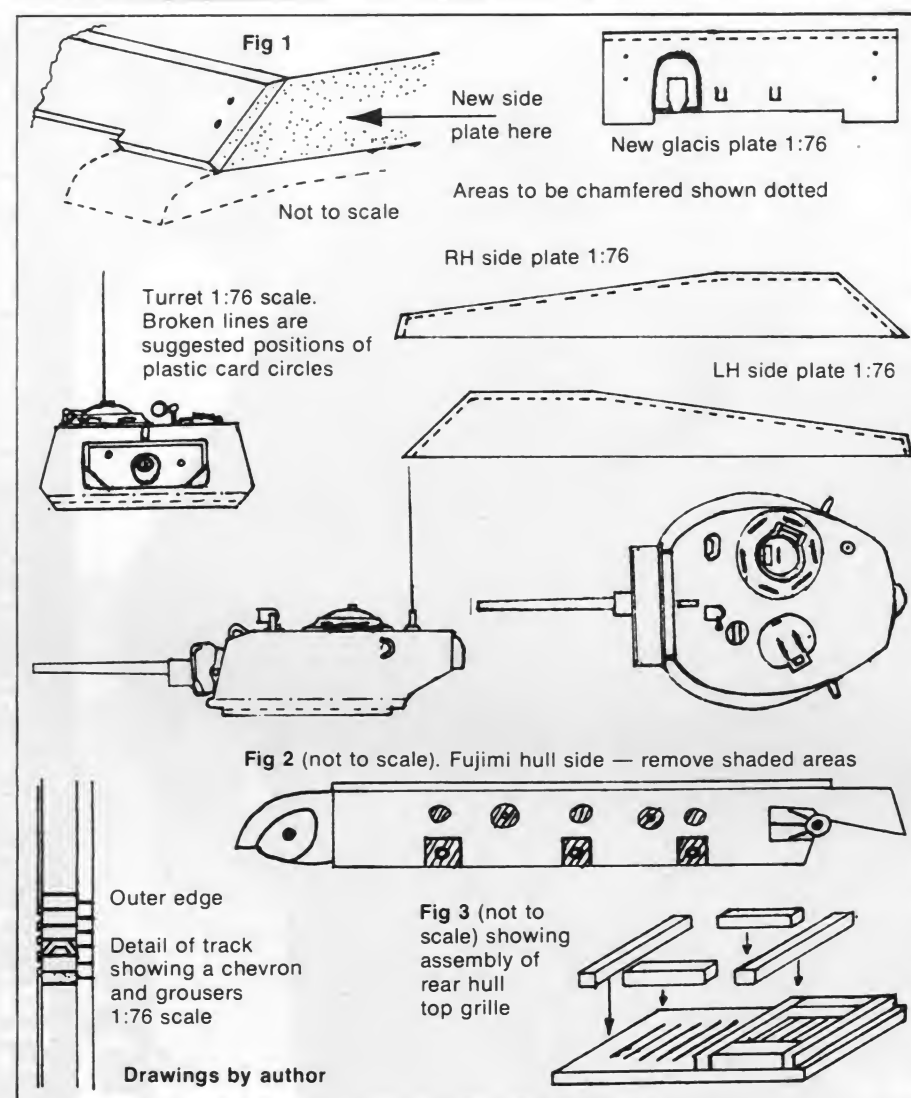
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A 'Giant' kit by Tamiya

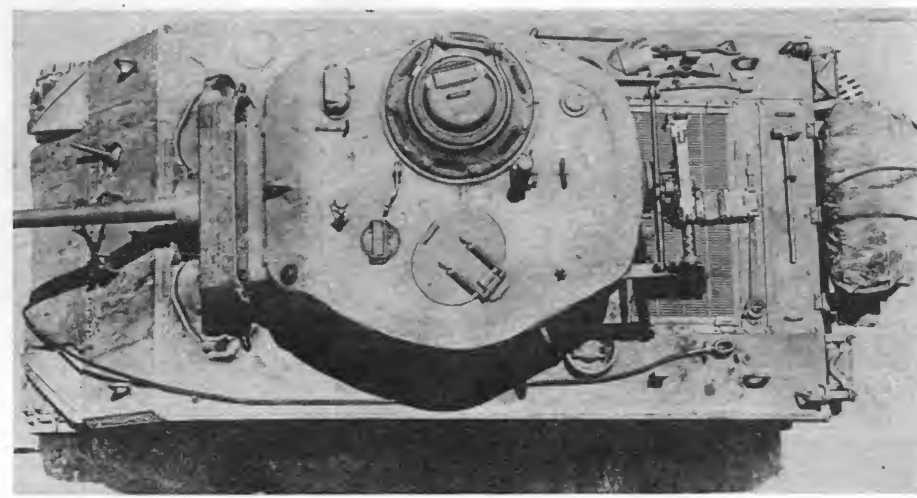
RIKO RICHARD KOHNSTAM LTD. 13-15 HIGH ST., HEMEL HEMPSTEAD, HERTS.



the rest of the kit as normal to produce an M4A3. Take the engine cover (part 53) and file off all detail on it. Mark out a rectangle exactly the same size on 10 thou plastic card. Do not cut it out. Mark a line 2 mm from each end and scribe lines every 1 mm parallel with the shortest sides of the rectangle. Cut out and cement to the engine cover ensuring that the edges are flush. Now, with 1 mm wide microstrip, build up two squares on top of the grille, so that each is flush with the edges on the longest sides and 1 mm in on the shortest (see Fig 3). Add four hinges 2 mm long from 1 mm microstrip to the grilles outer edges. Cement completed grille into the depression in the hull top. I made the rear hull grille by adding two 1.5 mm strips 19 mm long to the raised strip on the rear, and edged them vertically with two 3 x 0.5 mm rectangles of 20 thou sheet. With hindsight I can see that it would be better to file off the raised part and use three 19 x 1.5 mm strips.

Now we come to the turret. I usually make mine from pine wood or 5-ply and, I would recommend the latter as it gives parallel lines which help to keep the working of the wood accurate. However, as I had difficulty finding a piece of the right thickness I had to use balsa which gets dented rather too easily when used on a wargaming vehicle. I chose to make the turret out of a hybrid wood-and-plastic construction:

because this made duplicating the rim that juts out under the mantlet much easier. Shape the turret by cutting its height down to 9 mm and add an oval disc to 20 thou sheet which is faired in at the front and rear with Plastic Padding. Then add two circles of plastic card with a common centre, one 22 mm in diameter to support the turret on the hull, and the other 19 mm in diameter as a pivot to traverse the turret (the positions of the upper two plastic card shapes are shown on the side elevation drawing of the turret as broken lines). Cement this to



An M4A3E2 spearheads an infantry assault on a fortified German position during a war-game.

the turret ring, drill a hole in it and use a sprue pivot on the turret itself.

The massive mantlet is made from pieces of laminated 20, 30, and 40 thou sheet, filed to shape first then cemented together. Drill holes in the turret and glacis plate and fix the five lifting lugs from the Fujimi kit in place. The cupola was also from this kit and the rest of the fittings were from scrap.

Cut the front 20 mm off the Airfix 75 mm gun and glue this to the eccentric barrel sleeve. Although no definite proof exists it seems that some 'Jumbos' were modified in the field to use the long-barrelled 76 mm gun, which the larger turret could accommodate. You can model this variant instead if you like, although if you do this your fellow wargamers will probably shriek: 'You can't use that, it's too powerful!' For the M1A1 gun without the muzzle brake use a 36 mm length of barrel from your spares box — the T34/76 one is ideal, or for the M1A2 gun with the muzzle brake use the front 41 mm of a Panther barrel.

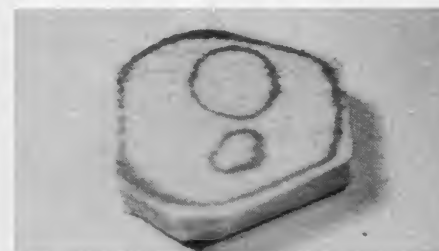
Now we come to the tracks. I had great difficulty modelling these and eventually was forced to settle for a simplified design. On the real thing the tracks were of the chevron type with added grousers. I tried moulding a short section of this using a plastic master and a Plasticine mould, with liquid plastic as the moulding material but

Very useful overhead shot of an M4A3E2 showing turret and engine cover detail (Peter Chamberlain collection).



it was not successful. Exasperated, I just made very rudimentary grousers by scoring a strip of 10 thou plastic card across its width to represent the individual plates that made up the grousers and glued it on to the Airfix tracks. I cemented these on to the model with Araldite, then added chevrons out of plastic card to the tracks at the front and rear between the sprocket or idler and the first bogies — the only places where they could be seen when the model is standing on the ground. Note that the chevrons point down at the front and up at the rear. I filed all detail off the sandshields and used them to represent the different type used by the M4A3E2.

And there it is — a dramatically different variant of the Sherman to add to your wargames army of your 1:76 scale collection. □



Above The balsa turret prior to shaping.
Below Two views of the model.



Wheels of the RAF



Part 11 — World War 2 theatres and campaigns by Bruce Robertson

WHILE THE general finishes and markings for World War 2 were as detailed in Part 9 there were variations, as with aircraft, for MT serving in the various theatres of war.

Iceland

Iceland was occupied by British Forces on May 10 1940 and the first operational RAF unit arrived the following July. Conventional RAF home commands finish was used with the local Marking CC/1 (Coastal Command/Iceland) marked on vehicle wings or bumpers. Additionally there was an RAF Iceland number allotted which was marked in white; this number did not exceed three digits. American service vehicles started arriving in Iceland from July 1941.

France 1940

Aircraft camouflage was generally adopted at home in 1937, but RAF vehicle camouflage was not widespread until later. During the 1938 Munich crisis vehicles of units warned for overseas in the event of hostilities were given camouflage washes, chiefly in industrial paints of brown and green, to follow the pattern of standard dark earth/dark green aircraft camouflage.

To support the British Expeditionary Force in the field in France in 1939 the RAF provided an Air Component initially of 13 squadrons on a fully mobile basis, but its ancillary units were not fully mobile. Also sent to France was the Advanced Air Striking Force (AASF) initially of 10 squadrons which similarly lacked full mobility. Early in 1940 when the German attack came British Air Forces France were over 750 vehicles short of their planned establishment of 3,000.

These vehicles, bearing mainly civil-type registrations, were on the whole devoid of other markings, even the 'RAF' marking was not general. An exception was unit identity numbers. These consisted of a three-digit number, prefixed 'A', in 2 to 3 inch white letters on the cab sides, to denote the unit for administrative and

Continued on page 666

A Desert Air Force mobile canteen in the Middle Stone and Dark Earth pattern which matches the finish of the Spitfires whose crews it serves. This vehicle bore an inscription to the effect that it was presented to the RAF by Baron Charles de Menasce (IWM).



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Right. Down to the last detail.



On July 15 1945 2nd Tactical Air Force became British Air Forces of Occupation and the letters BAFO replaced 2TAF on RAF vehicles on the Continent as illustrated here on the mudguards of these olive drab-finished Humber LRC Mk IIIA armoured cars, RAF Nos 130015 and 130922, of No 4 ACS, 4th Wing, RAF Regiment. In the background are Mosquito FBVIs of No 107 Squadron.

postal convenience, at a time normal unit numbers were forbidden to be displayed for security reasons. Motor cycles, in contrast, were copiously marked with manufacturer's symbol, the letters RAF and roundel on the tank, registration plates and the unit serial number marked on the saddle bags each side.

Much of this transport was lost in the evacuation of France and was used by the Germans. Vehicles had to be lent to the Army for troop evacuation and the French loaned 279 vehicles to the AASF to move their equipment. The MT shortcomings were attributed to the failure of manufacturers to deliver 3-ton tenders as

contracted and the needs of other commands. As a result of this shattering experience the MT establishment of field squadrons was increased and MT supply columns formed. But for the time being, after the loss of thousands of vehicles in France, little transport was available for a new field force and such as was around was desperately needed in the Western Desert.

Western Desert and Mediterranean

MT had a vital role in the struggles in the Western Desert 1940-1943, where the attrition rate of vehicles was high both through enemy action and operating conditions with long journeys through dust-laden territory.

Delivered by sea to Egypt, the vehicles were sent to an MT Base Pool for servicing and inspection, handling up to 2,000 vehicles a month. From the Pool they were allotted to units, often being utilised for Maintenance Unit stores deliveries en route.

Repair and Salvage units were estab-

lished. These had four-wheel-drive vehicles for salvage use capable of towing up to four cripples. One salvage convoy of 18 vehicles brought back 80 vehicles in one trip. Many captured enemy vehicles were pressed into service. For example, at Benina late 1940 two complete Italian workshop lorries were taken into RAF use and ended up in Italy. Even a 10-ton trailer, which had been utilised as an omnibus unit in Tunis, was taken into service.

Vehicles were, in general, finished in middle stone to accord with the desert terrain and a disruptive pattern of dark brown was sometimes added to follow aircraft camouflage. Because of difficulties in identification of transport from the air, it was decreed from December 1942 that all vehicles, except ambulances, would display an RAF roundel or 31-inch diameter, with a 6-inch yellow outline, on the largest clear upper surface area. In general this was the cab cover; it was not practicable to mark it on the canvas as this was not always used. For security reasons, no unit markings were used except in the case of certain auxiliary units, such as field hospitals; for example RAF/4 AMCU on the side of a cab would denote No 4 Anti-Malaria Control Unit.

In Britain the roundel was normally placed on the right wing, since Air Ministry instruction said it would be placed on the (offside) but in Egypt where vehicles drove on the right, the roundel was appropriate to the left wing. A marking that became common from late 1942 to mid-1943 was vehicle dimensions marked in feet on vehicles cabs or sides. This was to facilitate loading arrangements in the various landings, the invasions of North Africa, Sicily and Italy. An LST carried around 55 to 60 vehicles and 250 personnel, and a LCT (Mk III/IV) 10 to 14 vehicles and 50 personnel. Vehicles with projecting aerials or lifting arms presented special difficulties.

An Albion articulated recovery vehicle, finished in Middle Stone, brings in the wreck of an Italian Savoia-Marchetti SM79 bomber early in the Desert Campaign (IWM).



2 TAF

The finishes in transition, as detailed in Part 9, applied to the 2nd Tactical Air Force, but there were theatre markings in addition. A white star or RAF roundel was essential for all vehicles on their plan view surfaces, but in addition 2 TAF vehicles had large roundels on body sides and a unit serial number marked on the cab.

Far East

A roundel marking for identification from the air was considered unsuitable in the Far East where it might be confused with the red disc (sun) marking of Japan. From late 1942 a five-point yellow or white star within a 22-inch circle was marked on vehicle side or top surfaces, or both, as considered necessary.

Tiger Force

With the war in Europe over, it was British intentions to send a Commonwealth bombing force to the Pacific to join with the Americans in pounding Japan. This formation, known as 'Tiger Force', was planned in detail early in 1945 and after the end of war in Europe was being organised for Lancaster/Lincoln squadrons to be based on Okinawa. The advance elements were at sea when the end of the war came.

For the build-up of the initial force some 550 vehicles were needed. American MT types were required to ease the supply situation on site, which would be through an American network but, apart from Jeeps, these were not available in time and were expected for the follow-up. As it was, four-wheel-drive vehicles of British or Canadian manufacture were used, mainly load carriers, troopers, tankers and Jeeps. A few utility vehicles were shipped, but no passenger cars were sent, it being policy to use Jeeps or motor cycles.

The RAF vehicles were camouflaged overall in olive drab with RAF ensign-type roundels marked front and rear. The vehicles had a special coded Force marking with a 5-inch letter 'Q' followed by the unit number in 3-inch figures in white at the left side front and rear.

A feature of 2TAF vehicles was their large roundels. Here a mobile Type 13 radar is seen positioned on a Dutch dyke, where its 'office' has a particularly large RAF roundel compromising its olive drab overall finish.



Rail Review



Girder Bridge conversions from Michael Andress

BRIDGES ARE a prominent feature of the landscape in this country, carrying footpaths, roads, railways and even canals over valleys, rivers, roads, canals, railways and so on. Because they are so often seen in the real countryside and as they are interesting structures they are of importance to the modeller, railway or military, for layouts and dioramas. There are many different types ranging from tiny footbridges to huge structures several miles long. Construction materials include wood, stone, steel, concrete, and various combinations.

For most modellers the space available for a layout or scene is limited and it will be necessary to select relatively small bridges to model, though an effort should be made to try to choose interesting ones. On a model railway layout the overall effect will usually be better if one has two or even three small bridges of differing types rather than one large structure which overwhelms the surrounding features. While model bridges can be scratch-built from wood, card, plastic and even metal, this work can be time-consuming and many modellers find that the use of kit models or conversions from them is a convenient and successful alternative.

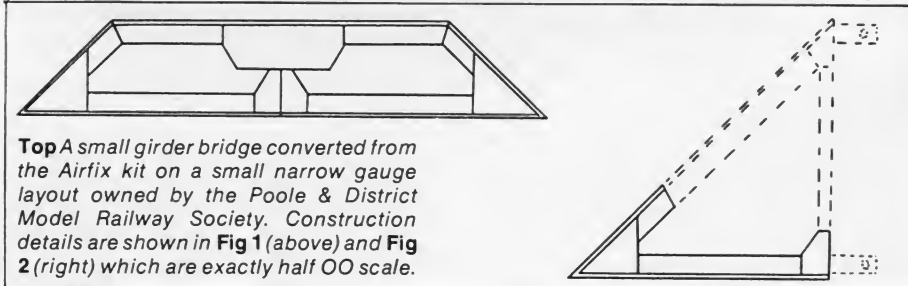
Apart from the actual details of construction of the model there are several more general points to be considered in modelling bridges. For the scene to be realistic it must appear that the bridge was essential;

no one would go to the expense of constructing a real bridge unnecessarily. Thus the scenery must be planned with this in mind. Again the type of bridge chosen should be appropriate for the situation and generally the simplest and cheapest structure that will serve the purpose will be employed. Care should be taken to make the model appear to be properly set into the ground and not just placed on top of the scenery. Any gaps or cracks between the bridge supports and the ground surface should be filled with plaster or concealed with scenic dressings.

The Airfix range of trackside accessories includes two bridge kits, the Girder Bridge and the Footbridge, both of which are ideal for use on model railway layouts, either in their original form or as conversions. They are also useful for military dioramas and wargame settings. The Girder Bridge is a versatile kit. In its basic form it makes up into a single track girder bridge 13 inches long (a scale length of over 80 feet) but extra kits can be utilised to extend the length by as many spans as desired. These can either be joined as complete kits with a support beneath each join making a multi-span bridge or by omitting the ends and joining with the connecting sections (Kit Parts 19 and 20) to form a longer single span. The supporting pillars for the multi-span version can be made up from card or plastic card covered with brick or stone paper or with brick- or stone-embossed

Two standard Airfix Girder Bridges used side by side to provide double track bridge on a small layout constructed by Terry Jenkins.





Top A small girder bridge converted from the Airfix kit on a small narrow gauge layout owned by the Poole & District Model Railway Society. Construction details are shown in Fig 1 (above) and Fig 2 (right) which are exactly half OO scale.

plastic card. To provide a double-track bridge two kits can be used side by side as in one of the photographs.

The kit can also be considered as raw material for a variety of conversions and I give two examples here. The first model is a very small girder bridge on a narrow gauge layout belonging to the Poole & District Model Railway Society. It is ideal for narrow gauge but would also be suitable for a short span over a stream or cart track on a standard gauge line. Although this little bridge might logically have been presented second as it can be built from the left-over parts from the other Girder Bridge kit conversion, I have put it first because of its simplicity and ease of construction. Even a beginner could carry out the work involved in only a few minutes.

Fig 1 shows the side view, half size, while Fig 2 indicates how the four end pieces (Parts 15, 16, 17 and 18) of the Girder Bridge kit are cut down. The tops of the sides are made up from pieces cut from Parts 3 and 10. The two sides are assembled with a strengthening strip of plastic card vertically behind the centre section of each side. The cutting required is best carried out with a razor saw as the parts are too thick to be cut easily with a modelling knife. The deck of the bridge is cut from 60 thou plastic card; the width depending on whether the bridge is for a road, or for a narrow or standard gauge railway. The completed model can be painted black, grey or red oxide; weathering of black, grey and brown, and touches of rust colour can be added if you wish.

One of the problems which faces bridge builders is the spanning of waterways used by relatively large vessels, particularly when the surrounding land is low lying. To gain sufficient height for a fixed span beneath which these ships can pass will involve the construction of long inclined

approaches, especially for railways where the gradients cannot be steep. These approaches add considerably to the expense of the bridge. An alternative solution is the use of a moving bridge, a feature which makes an interesting model even in non-working form.

There are various types of moving bridges and the Airfix Girder Bridge kit lends itself to conversion to at least three of these. One of the accompanying photographs shows a small swing bridge built from the kit. I described this conversion in detail some years ago in *Airfix Magazine* (May 1968) so will not repeat this here.

Another type of moving bridge which can be modelled using the Airfix Girder Bridge kit as a basis is the rolling lift bridge. I have not yet constructed a bridge of this type but plan to do so; the prototype I intend to follow is a Scherzer Rolling Lift bridge at Thunder Bay, Ontario, Canada, and I have included a photograph of this prototype for the benefit of any reader who would like to tackle such a model himself.

The third design is the vertical lift bridge. A large bridge of this type which is located in New York is shown in another of the pictures. My model, though loosely based on this structure, is smaller and simpler, but even so uses four Airfix Girder Bridge kits in its construction! For the lifting span I could have employed the complete girder

Continued on page 670



Above Swing bridge conversion mentioned in text. **Below** A large vertical lift bridge in New York.



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Compiled and edited by Bruce Robertson

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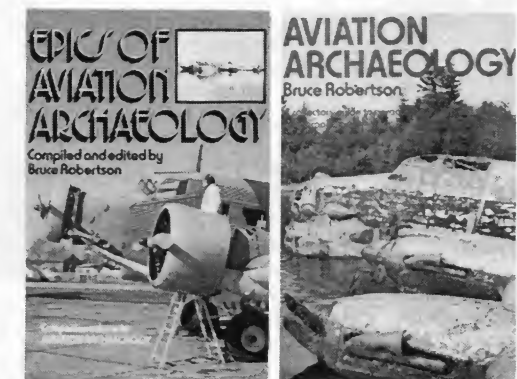
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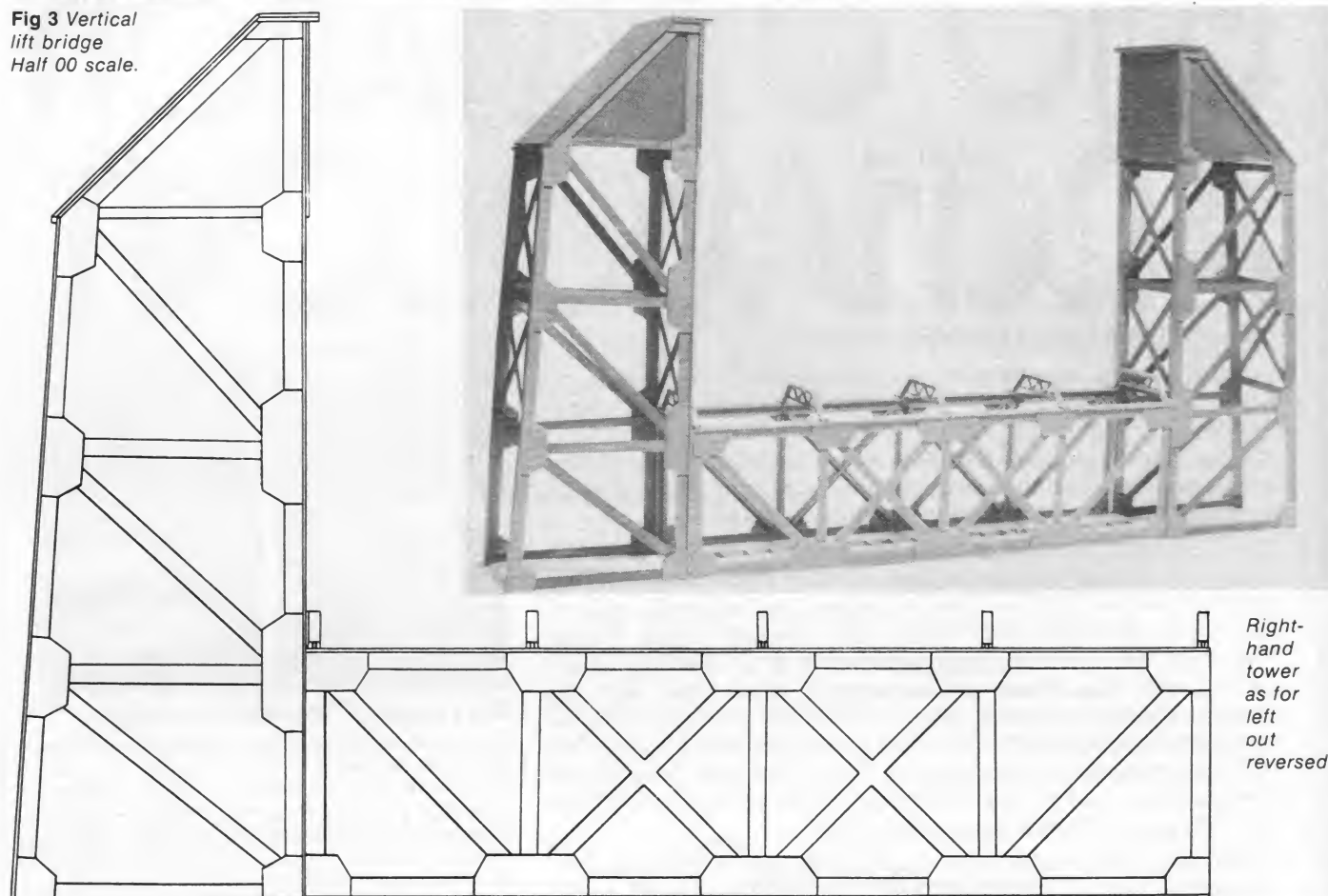
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Fig 3 Vertical lift bridge
Half 00 scale.

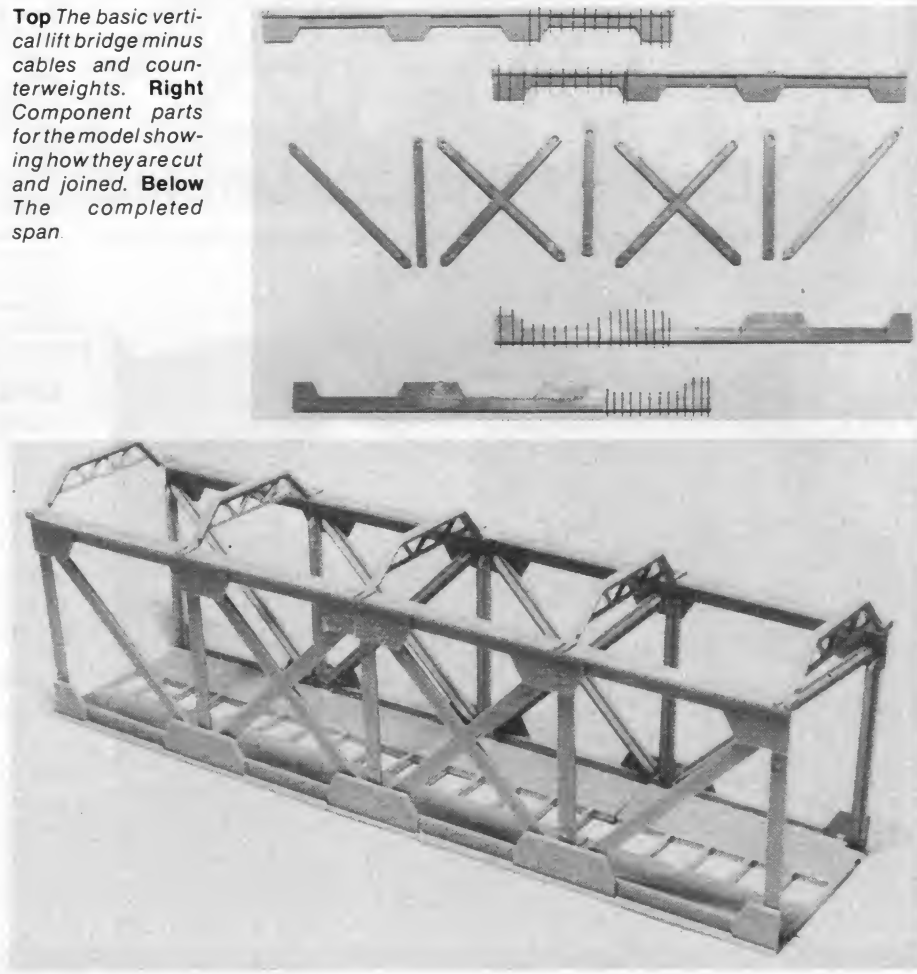


bridge with the exception of the sloping end pieces but I felt that a better appearance would result by making the lifting section rather longer than this so I extended it by using parts from two kits.

The parts required for each side of the span are shown in the photograph which also illustrates how the parts are to be cut and joined. The shaded sections are discarded. Note that for the top pieces the cuts are made immediately adjacent to the fittings on the top surface which take the cross braces while for the bottom pieces the cuts are made next to the raised sections. The sides are assembled from the parts shown with the addition of an upright at each end; it will be necessary to trim the upper ends of these uprights slightly for them to fit against the upper ends of the diagonals. The deck is made up from deck pieces from the kits cut to fit and five cross braces are fixed on top of the sides. The completed span is shown in one of the photographs.

Each of the two towers is made up from parts of a Girder Bridge kit. Each side of a tower uses a lower piece (Part 3 or 10) for the vertical upright, an end piece (Part 15, 16, 17 or 18) for the top, and a top piece (Part 2 or 9) for the sloping upright. This last piece must be extended by fitting a section 8 mm long (cut from one of the discarded pieces from constructing the span) into the piece anywhere between the second and third of the horizontal pieces which will later be added. The side view drawing will help to clarify this and also shows the positions of the pieces. The horizontals and diagonals are cut from 30 thou plastic card strip 5 mm wide.

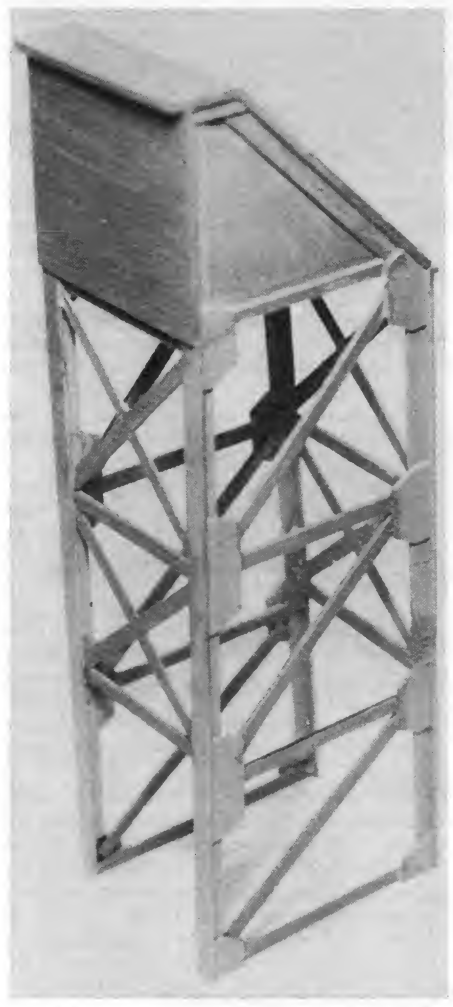
Top The basic vertical lift bridge minus cables and counterweights. Right Component parts for the model showing how they are cut and joined. Below The completed span.



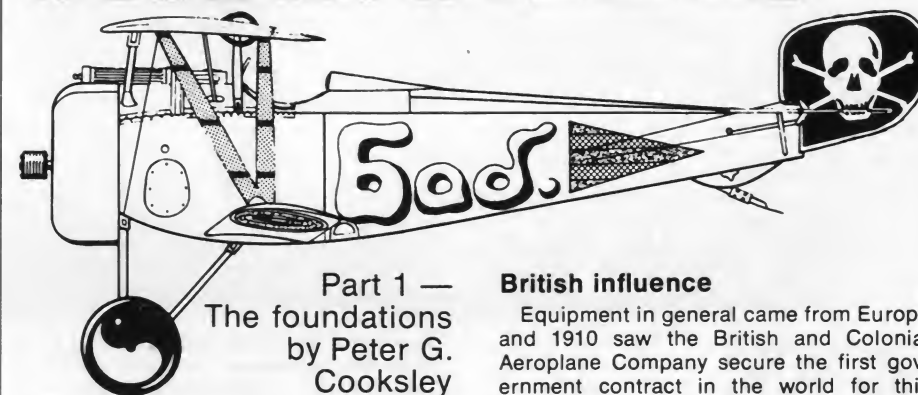
The projections on the rear surface of the top and bottom pieces of the bridge, now being used as the uprights, designed to take the bridge side bracing pieces in the original kit, are cut off to allow the new bracing pieces to be fitted. These are added to produce the four sides for the two towers; one is seen at this stage of construction in one of the pictures. The point at the top of each side is cut away with the razor saw and the piece removed is cut down to provide the flat strip on the top as in the scale drawing. The two sides of each tower are then fixed together with an outer width of 62 mm by further strips of 30 thou plastic card, again 5 mm wide as seen in the photographs. Pieces of 20 thou thick plastic card are cut to fit behind the triangular openings at the top of each side of each tower and further pieces of this material are added to close in the tops as in the pictures.

Painting gray, black or red oxide completes the basic bridge. I have not yet decided whether or not to try to arrange for the bridge to be movable though I will probably fix it permanently in the lowered position when I install it to avoid the complications which tend to arise with working bridges in plastic. If I decide to make it a dummy non-working model I will install a fixed counterweight (a wood block) in each tower and also add dummy cables from thread. The prototype picture shows these details.

One of the towers completed.



Russian flying colours 1911-20



Part 1 —
The foundations
by Peter G.
Cooksley

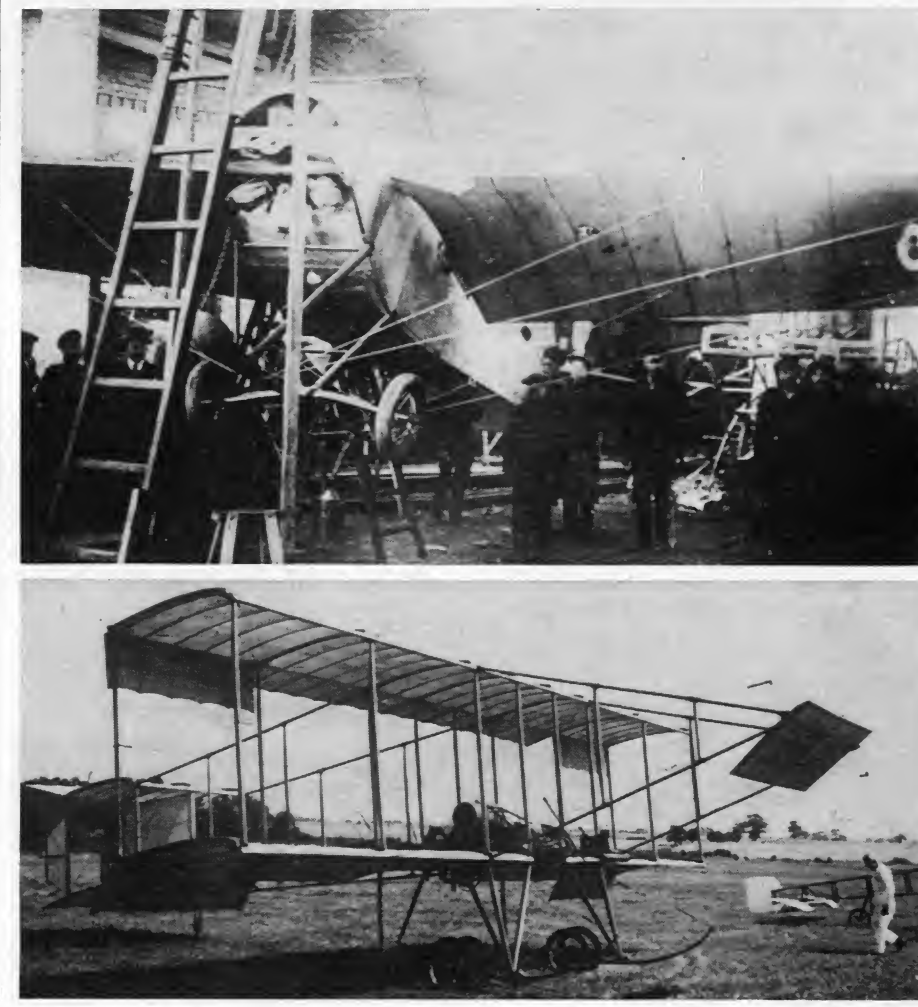
British influence

Equipment in general came from Europe and 1910 saw the British and Colonial Aeroplane Company secure the first government contract in the world for this country following negotiations with William Rebitkoff, the Russian Attaché in Paris when, on November 15, it was agreed that eight 'Boxkites' of the improved or Military model, be supplied. These were distinguished by their enlarged fuel tanks and triple rudders.

In the following April the complete batch, factory numbered 18 to 25 together with No

THE FOUNDATIONS of Russian military aviation may be said to have been laid in the Russia of Czar Nicholas II during 1910 with a flying school at Gatchina, near St Petersburg (now Leningrad), followed by one at Sebastopol to provide instruction for both Army and Navy officers as well as serving as a winter alternative to that at Gatchina.

Below A factory photograph of a Dux-built Nieuport IV showing the entirely clear-doped fabric and black-Japanned metal fittings (via Bruce Robertson). Bottom A Bristol 'boxkite' similar, except for the equal span wings, to the eight supplied to the Russian army in 1910.





The Hackel No 9 monoplane of 1912 showing the name in small characters on the rudder. Finish is an early attempt at a disruptive camouflage pattern, probably in green and brown (via Bruce Robertson).



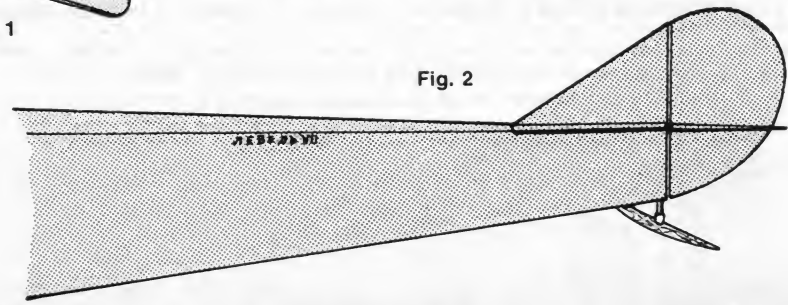
Fig. 1

ЛЕБЕДЪ VII
Fig. 3

Мёллеръ
Fig. 4

Fig 1 The company name on the outer faces of the twin rudders on the Dux-built Farman F16 showing the modifying final symbol. Fig 2 Rear fuselage of the clear-doped Lebed VII showing the name along the upper longeron. Fig 3 Lebed VII as painted in small black Cyrillic letters on the aircraft. Fig 4 Möller company name on the rudder of the second aircraft. Presentation indicates Eastern influence where the letters tend to be painted below a horizontal guide-line rather than above as is more common in the West.

Fig. 2



Bristol 'Boxkites' supplied to Russia, 1911

c/n	Month	Motor	Wingspan	Notes
18	April	50 hp Gnome	46' 6"	70 hp Gnome motors fitted before delivery
19	April	50 hp Gnome	46' 6"	
20	April	70 hp Gnome	46' 6"	
21	April	70 hp Gnome	46' 6"	Exchanged for aircraft Nos 18 and 19 Enclosed nacelle
22	April	70 hp Gnome	46' 6"	
23	April	70 hp Gnome	46' 6"	
24	April	70 hp Gnome	46' 6"	
25	April	70 hp Gnome	46' 6"	
26	July	70 hp Gnome	46' 6"	
30	July	70 hp Gnome	46' 6"	
32	April	70 hp Gnome	47' 8"	

A Bleriot XI monoplane with a 35 hp Anzani motor was the first aircraft to fly with a ski undercarriage. These were placed under the bicycle wheels when it was flown by Captain Kedrin from Sebastopol in 1911.



32, all now fitted with 70 hp Gnome engines, was dispatched to St Petersburg. No 32 was originally placed on exhibition there by the parent company but had been purchased immediately following an inspection by the Czar and his military advisers who awarded the builders a gold medal and certificate of merit.

With a 14-inch increase in span and an enclosed nacelle, this aircraft was, like the other eight, resplendent in pale primrose, the colour of natural fabric, and varnished wood. No markings were carried except for the words 'The Bristol', the name and address of the parent company and the individual number, all in small black lettering on the outer rudders. In July the two oldest machines were exchanged for Nos 26 and 30.

Spreading wings

The early months of the following year, 1912, with only about 100 aircraft flying in the country, saw the formation of the Volunteer Aerial Association at Sebastopol from whence the Volunteer Fleet detached to the Gatchina Park ground for the summer. This Association enjoyed the presidency of the Grand Duke Alexander who had founded the schools in 1910.

In June there came an important event in Russian military aviation when a vote was passed for the purchase of 150 aeroplanes, of which only ten were to be imported, to augment the handful already flying under Army control. The modern machines were principally some Wrights, the 'Boxkites' and a new copy of the Bleriot XI. Additionally, 1,050,000 roubles were earmarked for a new flying school at Tauride.

This, together with a series of Military Trials by the Ministry of War, to culminate in November, was the nearest Czarist Russia came to a concerted military aviation policy, money being usually granted parsimoniously to favoured individuals or Government departments which largely operated without reference to allied ministries, all of which were bedevilled by Civil Servants who augmented their pitiabilities by accepting 'commissions' on the award of contracts — forms of bribery and corruption which were still tolerated in more or less open practice as they had been in late Stuart England.

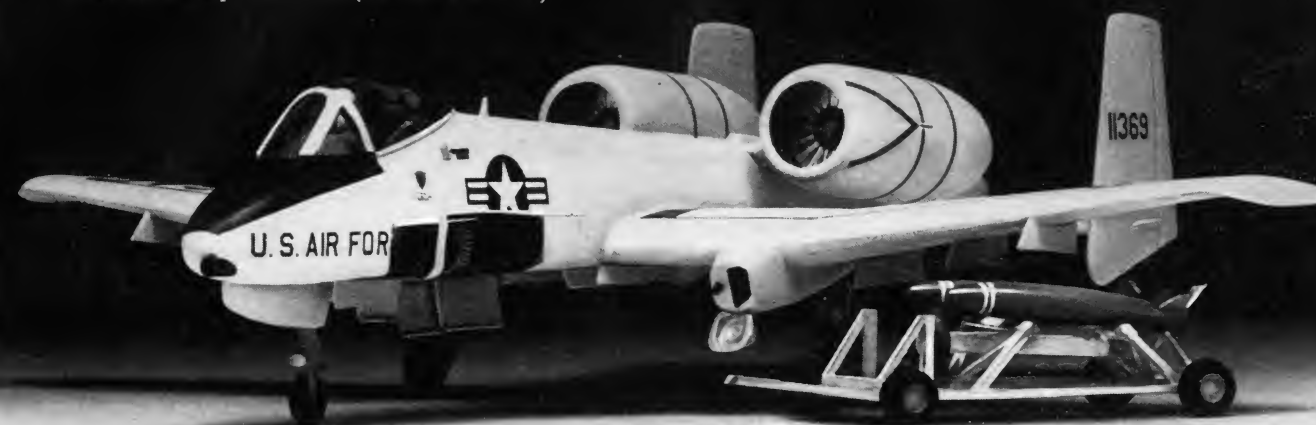
The same year saw progress in the sphere of naval aviation for that summer Lieutenant Andreadi had carried out a flight in a 50 hp Nieuport from Sebastopol to St Petersburg, while September was marked by the demand for a base at Golodai Island and a projected Naval Air Station at Libau.

During this period the name of Igor Sikorsky was coming to the fore with the announcement of his award of first place in the Military Trials in an aircraft of his own design and the purchase by the Navy of one of his seaplanes, together with a Farman and, after tests at Sebastopol, a Curtiss seaplane.

The new year of 1913 thus found some six established aerodromes in the country while by the spring the total number of aeroplanes was in the region of 250, not all of which were by any means new but had largely been built, often under licence, in Russia. The military pilots' strength was 72 but this number could be augmented by

Continued on page 674

Fairchild-Republic A10 (kit No: PK-121)



How Mike Bailey cut latest USAF firepower down to size.

America's latest strike aircraft, the Fairchild-Republic A10, has been a topical subject among UK enthusiasts now for many months.

It is of interest not only for its unconventional design, but because of recent speculation as to where, when, and how many aircraft are to be stationed here in the UK.

The Fairchild is a formidable aircraft. It can carry 16,000lbs of ordnance on 10 external pylons; it can knock out a Russian T62 battle tank in one pass. And it can sustain considerable punishment without being put out of action (the pilot is protected by a "bathtub" of titanium armour!).

The model you see above is the work of Mike Bailey (longstanding member of the Essex branch of the IPMS) and

is the first "MATCHBOX" 1:72 scale kit of the Fairchild to be given the "professional" treatment.

The result is fantastic, and credit goes to Mike for the many personal touches he has added to it.

The cannon, a GAU9 30mm Gatling, Mike made from sprue. The ammunition storage drum was made from a spare "MATCHBOX" Phantom drop tank. In the cockpit, side controls were made from Plasticard; instrument panels from scrap decals; seat straps from masking tape; and the tiny control column also from sprue.

Mike decided to feature the aircraft as it would be seen grounded: the cannon housing is open; a refuelling access has been built in the fuel tank tip; and ordnance is shown in a

custom-made trailer (trailer not included in the standard kit).

As you can see for yourself, there's little difference between Mike's kit and the real thing.

Talking of the real thing, we hear that six squadrons, each of 18 Fairchild A10's, are to be based at RAF Woodbridge Bentwaters in the not-too-distant future.

It looks like "MATCHBOX" have beaten the US Airforce to the draw: the kit version has already been launched in this country; the American squadrons aren't expected here until the early part of 1979.



"MATCHBOX" is the registered trade mark of Lesney Products & Co. Ltd., Lesney UK Sales Ltd., 240 Lincoln Road, Enfield, Middlesex EN1 1SP.

the 36 private pilots of the Volunteer Fleet. These all held Russian or French certificates, A. Dougowezky gaining No 1 from the former.

The aeronautical school reorganisation begun in December of the previous year was now showing results. Under the control of a Commandant and an assistant with four subordinates, it offered a seven-month course to 15 pupils at a time but only one month was devoted to aircraft and aeromotors. Ten of these students were to be selected for aeroplanes.

By March, the flying school established at Taskend four months before was in full swing and others were in course of establishment at Moscow, Odessa and Omsk.

Aircraft colours

The aeroplanes themselves displayed no change in their appearance of clear doped fabric and varnished ply; a state of affairs which was typified by the Dux-built Farman-type aircraft of which the appearance was relieved only by the company name on the outer surface of the rudders. Some manufacturers placed their name along the upper longeron and all such titles appeared in Cyrillic script which sometimes gave the words the appearance of being longer than their Western translation due to the use of suffixes which modify the preceding consonants. But marked rudders were the more usual practice, another example being the company name on the Möller biplane, a machine which has passed into history following its involvement in the bizarre accident with the Russki Vityaz when the engine bearers failed on the former and the Gnome rotary caused the destruction of the larger biplane which was passing.

However, as has been indicated, the influence on Russian aviation in the early years mainly came from Europe in general and France in particular, so it is probably due to the latter that the legend of a grey over-all finish began. Fabric on these machines was fairly coarse and of a fawn or biscuit shade, like the appearance of some unbleached linens today. Of these colours the first, when doped, takes on a whitish-beige shade while the other looks greyish-white. Metal fittings were at first japanned black but this later gave way to painting to harmonise with the fabric. Wooden parts were simply varnished and therefore presented various degrees of brown to pale yellow timber finish.

The position then, regarding Czarist military aviation as a whole before the fateful year of 1914 opened, was that although large sums had been spent there was little standardisation among the wide variety of foreign and foreign-designed aircraft in use while these were crewed by men who represented two standards of proficiency, those who had been thoroughly instructed in Europe and the products of the domestic schools.

Russian flying grounds and schools, 1913

Gatchina Park — Volunteer Fleet summer school; Kiev; Kolomiaggi — flying ground on the racecourse; Moscow; Novo Therkask; Odessa; Omsk; St Petersburg — Kennedy Anglo-Russian School; Sebastopol — Volunteer Fleet winter school; Taskend (Turkestan); Tauride; and Warsaw.

FIAT G91T

Twin-seat conversion from the Airfix kit by Bryan Philpott

THE WINNER of a NATO contest to find a lightweight reconnaissance strike fighter, the Fiat G91 is an aesthetically pleasing jet which is still in service today, some 12 years after the flight of the first prototype on August 9 1956. By the time this aircraft flew, a pre-production order for 30 aircraft, of which three were development prototypes, had been ordered. Although there was some delay, caused in part by the early loss of the original airframe, by August 1958 a unit had been formed at Pratica di Mare to carry out operational evaluation and the training of NATO pilots. Eventually the Luftwaffe and Italian Air Forces were to use the aircraft in some quantity and some were also sold to the Portuguese. Several versions were produced including the modification of 16 of the original pre-production batch of 27, for use by the Patuglia Acrobatica Nazionali, the National Aerobatic Team of the Italian Air Force which, prior to receipt of the G91PAN, as it was called, had flown foreign aircraft. These aircraft had all their armament removed and replaced by ballast and were finished in a most attractive scheme comprising blue upper surfaces and white/green/red under surfaces.

During the period of the G91's heyday, a popular modification of some of its contemporaries was to a two-seat configuration, examples being the Hunter and Lightning, both of which have been covered by previous conversion articles. These two aircraft were modified to provide side-by-side seating which involved widening the front fuselage and the provision of a larger clam-type canopy. Such modified aircraft also retained a combat capability so it is not surprising that the Fiat designers used similar parameters when they turned their attention to a two-seat version of the G91.

The two-seat G91 was based on the standard airframe but the fuselage was lengthened to provide tandem-seating in which the rear seat is higher than the front

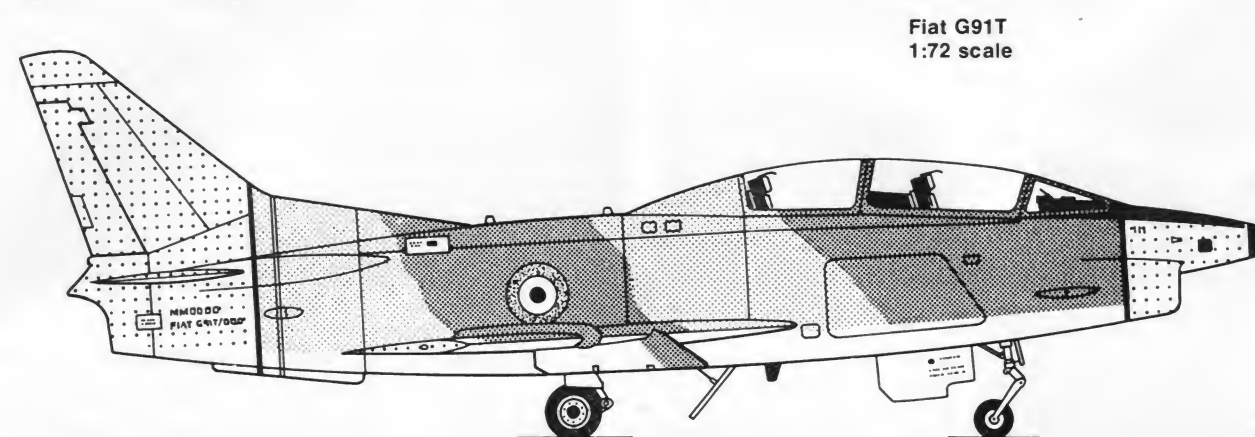
to give the instructor a better view. Both crew members are provided with ejector seats which can be operated independently and there is a glass screen between the two seats which can act as a windscreen in the event of a front seat only ejection. Two versions were produced, the G91T1 for the Italian Air Force and the T3 for the Luftwaffe. They are both identical as far as the airframes are concerned, but the Luftwaffe version uses different internal equipment and is some 200 lb heavier. Armament consists of a pair of Colt 0.5-inch machine-guns and the aircraft can also lift two 500 lb bombs, 62 2-inch rockets, 38 2.75-inch rockets or two Nord AS 20 or AS 30L missiles on underwing pylons, which can also be used to carry long range tanks.

Ten years ago Alan Hall demonstrated his model-making skill by adding a new balsa section to the Airfix kit of the G91 to produce the G91T. Carving balsa accurately is not a skill which all modellers possess, and since then a completely new generation has grown up and turned to more modern methods of producing aircraft for their collections which are unlikely to see the light of day in kit form. The march of progress has also brought into existence many companies who specialise in producing conversion kits which bring some of the more difficult projects within the reach of all.

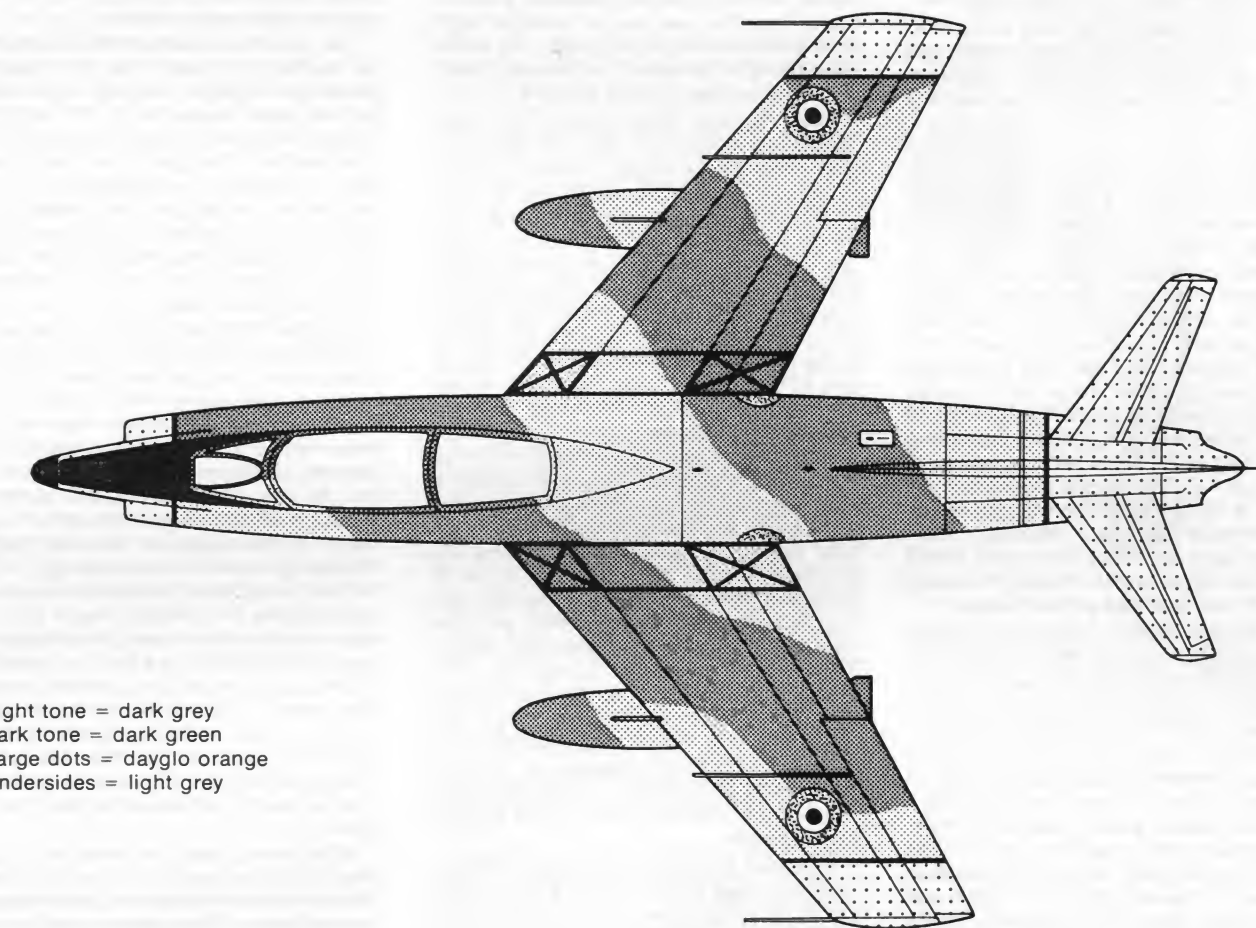
One of these companies is Airmodel of Germany who, following Alan's 1966 article, produced a canopy moulding for the G91T. They have now taken this a step further with a complete fuselage kit which contains not only the two fuselage halves in vac-formed plastic, but also the clear canopy. This kit, which is numbered 104, should now be generally available from the specialist mail-order houses who advertise in this magazine, and it is almost certain to give the old Airfix kit a second lease of life.

The Airfix kit is of the single-seat G91 and is now showing its age, requiring a fair

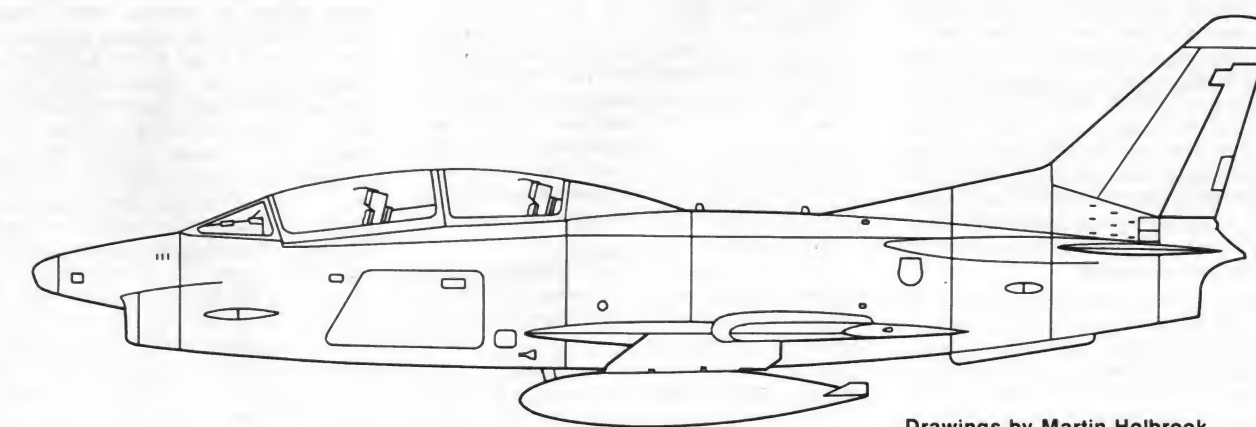
Author's completed model in Italian markings.



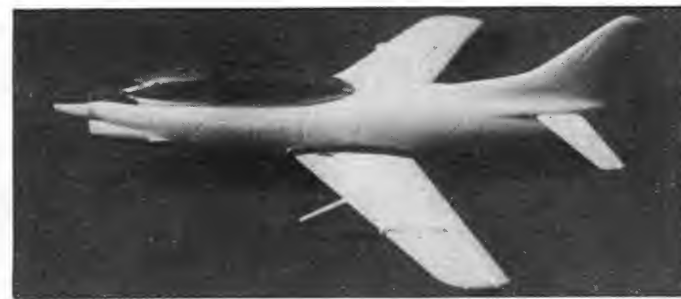
Fiat G91T
1:72 scale



Light tone = dark grey
Dark tone = dark green
Large dots = dayglo orange
Undersides = light grey



Drawings by Martin Holbrook



Top and underside views of the author's model under construction.

amount of detail work if it is to be brought up to the expected 1978 standards. These modifications were covered in *Airfix Magazine Guide No 2*, and in very simple terms, involve the addition of full cockpit detail, cleaning-up fuselage detail, and work on the fin/rudder and wing pylons.

Most of this work must also be carried out on the conversion even though the fuselage is completely replaced by a vac-form one, which is as good a place as any to start.

The Airmodel kit is basically accurate in outline but the panel detail is a little crude in places. Remove the two mouldings by cutting around their edges then breaking away the surplus plastic card, which it is well worth consigning to the plastic card store which no keen conversion addict should be without. Once this has been done, fix a sheet of wet and dry paper firmly to a flat surface then, with the mouldings held flat and plenty of water on the paper, flatten the internal edges. It is essential that the two halves are held perfectly flat during this operation otherwise the surfaces which are to be joined together will develop a curve along their length which will be difficult to correct. Particular attention must be given to the fin/rudder as this has to be reduced considerably in thickness or it will look heavy and clumsy.

Once the two halves match, drill out the small triangular orifices near the tail then shape them with a small file before blanking them off with strips of plastic card cemented inside the fuselage. As mentioned earlier, I found the panel lines rather crude so I chose this model to carry out an experiment which I have toyed with for a long time. Filling panel lines with body-filler is never very successful as it often seems to come away at most inopportune moments... usually after the model has been painted! So on this occasion, I used some stretched sprue which I laid in the existing panel lines then painted liquid cement over it. Then this had set hard, I used a very fine grade wet and dry paper, used wet, to sand the protruding sprue into the fuselage contours. When this was all flat and smooth I used a very sharp scribe and flexible steel rule to re-mark the panel lines. The result was certainly worth the effort and I am sure it would be even better on some of those injection-moulded models which sometimes seem to have panel lines more akin to canals.

The next step was to build a cockpit area which I did by making a box from plastic card to which I added instrument panels, ejector seats and control columns. Getting the dimensions of this box just right is tricky and in the end I had to resort to approximate dimensions then locate the

completed cockpit into the fuselage with plastic card packing.

The nose should be blanked off with a plastic card bulkhead behind which I placed a very small amount of weight to keep the nose wheel on the ground. I am not sure if this is entirely necessary since it seems that the new longer fuselage might have sufficient weight to prevent the model from being a 'tail sitter', but I always feel it is best to be safe instead of sorry.

When all the internal work has been completed, cement strips of plastic card along the inside edges of the vac-form fuselage then join the two halves together by running liquid cement along the joins. The internal strips help to make a stronger join as well as providing an accurate channel for the cement to run along. Leave the fuselage to set hard before drilling out the tail pipe and inserting a tube of plastic, either from a suitable-sized straw or by rolling 10 thou plastic card into a tube, to represent the jet exhaust. The under fin at the rear of the fuselage is missing from the conversion kit so has to be added from 20 thou card. The final job is the cutting of slots into the wing fillets and tailplane location points, and the addition of the canopy. The former is achieved by taking the dimensions from the tongues on the kit parts and transferring them to the vac-form fuselage, then using a sharp knife with a No 11 blade to remove the unwanted plastic. The canopy presented something of a problem. It is moulded in fairly thick clear plastic and when cut out has a straight bottom edge. This, of course, does not fit the contoured line of the fuselage, so it became very much a question of trial and error, removing a little at a time until a snug fit was achieved.

With the fuselage completed, attention can be turned to the wings. These need a lot of thinning down along their trailing edges and the removal of the boundary layer fences which are far too thick. I sanded the trailing edges to a knife edge, concentrating most of the work on the under surfaces, and built new fences from 10 thou plastic card. The pylons are also a little on the thick side and should be sanded thinner or replaced with new ones from 20 thou plastic card. The tailplanes were also subjected to some sanding and had their rather rounded tips reshaped to a flatter profile.

The wings and tailplanes were then fitted to the fuselage with tube cement and once aligned correctly the whole model was left alone for 24 hours.

On my model I found that the wing chord at its root was wider than that on the vac-form fuselage, so I made sure they were lined up at the leading edges then cut two

very small triangles of plastic card which I inserted at the trailing edges. Milliput was then used to fill the wing-to-fuselage join line as well as hiding the triangular fillets. Once this had set it was gently sanded smooth and when the work had been completed there was absolutely no tendency for it to flake away or chip.

The undercarriage from the kit was tidied up by thinning down the oleo legs and cemented in place. The nose-wheel retraction bay must be cut from the fuselage at an early stage and a bay from a plastic card box inserted. Younger or less fussy modellers can omit this and simply paint the area where the wheel retracts black, it just depends on whether or not you want a competition-winning model or one that will not be picked up and have its undersides examined too closely.

The undercarriage doors on the kit are too thick and new ones must be made from plastic card. This presents a problem as far as the curved doors, Parts 16 and 20, are concerned, so the answer here is to use these but work at them with a small file and wet and dry paper. The nosewheel doors in the kit are not needed and should be replaced by one large door which hangs down on the starboard side, the shape of this being shown on the drawing.

Underwing tanks provided in the kit are not suitable for the G91T so if you want your model with these attachments you must resort to the spares box or make them from plastic rod of the correct diameter. The centre-line tank on the Airfix Harrier makes an ideal starting point for the G91T tanks but, of course, two kits will be needed, which is rather an expensive way of obtaining a long-range capacity for your Fiat.

Whether you fancy an Italian or Luftwaffe machine governs the final paint scheme. Both aircraft used the standard operational camouflage of their respective single-seat cousins, but generally speaking used a lot more dayglo in various areas. Markings from the kit can be used for the Italian version with the large white fuselage codes coming from the spares box or Letraset. Similarly there are now a number of kits in which alternative markings are included and a lot of these include the present national markings carried by Luftwaffe aircraft. There is a considerable amount of readily available information on the G91T and study of photographs will quickly indicate that there are many minor subtle changes in schemes, so rather than be too dogmatic it is best perhaps to leave individual modellers to find a paint job which appeals to them. Useful reference material can be found in Profile No 119, *The World's Fighting Planes*, by William Green, and *Airfix Magazine Guide No 2*. □



Japanese small arms

Infantry weapons in the new Multipose figure set described by **Brian Burrell**

HAVING LOOKED at the small arms depicted in the Airfix 1:32 scale Multipose US Marines and German Infantry kits, it is now the turn of the Japanese weapons which come with the soldiers in the latest addition to this excellent series.

Determination and ruthlessness were the main ammunition of the Japanese fighting forces and to Allied armies they seemed invincible as they rapidly added to their victories in the Pacific, Burma and Malaya in the early 1940s. Their small arms were never as well made or supplied in the same quantities as British or American designs and all were rather odd-looking by comparison.

By 1944 Japan had overstretched its armies so this, together with exhausted munitions facilities and crippled lines of supply, was swaying the war heavily in the Allies' favour. At this time the Japanese infantryman was crying out for better sub-machine-guns, also automatic rifles like the US M1 Garand, but the homeland had none to offer.

Progress was hindered by each branch of the services being responsible for developing its own armaments without co-ordinating with the others. Coupled with this was the attempt to change from their existing 6.5 mm rifle and machine-gun ammunition to a heavier 7.7 mm round, which only just got under way as the war began and proved too much for Japanese factories to cope with.

Before describing the arms in detail, it is necessary to define the Japanese nomenclature. The type number of other nation's arms is the same as the year in which they are introduced. Some numbers on Japanese weapons were based on the reign of the Emperor and his year in power at the time, whereas others were based on Japan's calendar which differs from the

Christian one. Of all the small arms issued to the infantryman, the rifles were the best of a fairly poor selection and it was these which became his mainstay in the Far East campaigns.

The 6.5 mm cartridge was introduced in 1897 along with the first Arisaka rifle and utilised the German Mauser bolt-action mechanism. Its first test was the Russo-Japanese war, and as a result a modified version appeared, being designated Type 38. The reliable Mauser system was still there, but a new safety device was incorporated into the firing pin and the result was now a strong, workmanlike rifle. It was just over 50 inches long with a non-detachable box magazine which took five charger-loaded rounds, a feature common to all Japanese World War 2 rifles. All-up weight was 9.25 lb and a long but well out-dated sword-type bayonet was issued with it.

There were a couple of unusual features incorporated in the Type 38, the first being a sliding bolt cover to keep out grit and mud. It proved too noisy when operated so the troops discarded it in battle. Two different grenade launchers could be used on the rifle, each being identical copies of German designs, but both functioned by means of a wooden cartridge which splintered when discharged. This must have caused confusion in the heart of battle, when no doubt it was confused with the genuine round. In any case the Allies used captured cartridges for propaganda purposes to indicate Japan was so short of ammunition that wooden bullets had to be issued.

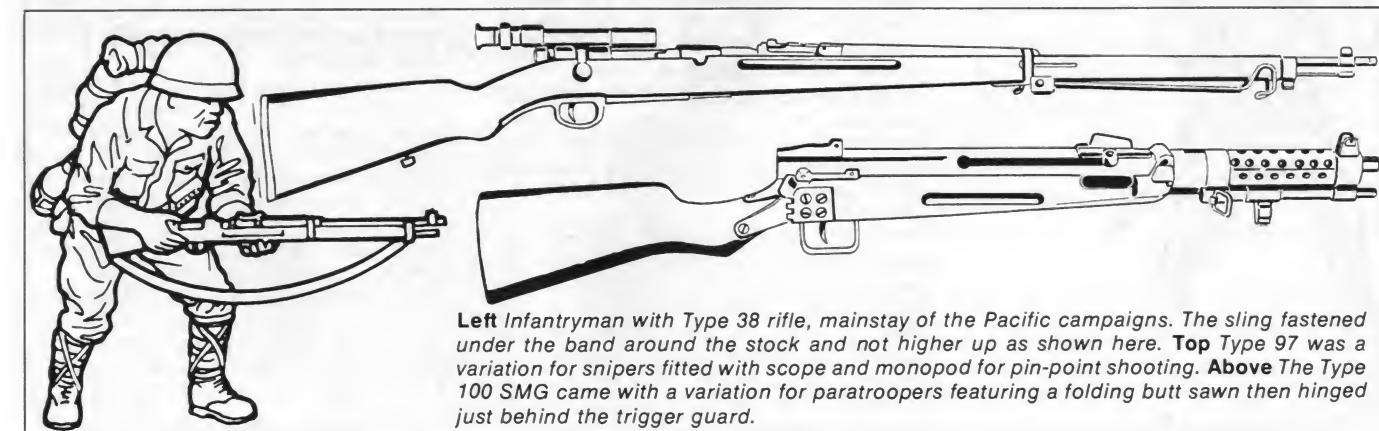
A shorter, lighter carbine version of the Type 38 was soon introduced, as was a paratroopers' model. The latter was identical to the carbine but sawn through, then hinged just behind the receiver, a system



Japanese infantry corporal, 1942-1945, in tropical dress and carrying a 6.5 mm Type 38 rifle. This illustration, by Gerry Embleton, is just one of many in full-colour in *Martin Windrow's book World War 2 Combat Uniforms and Insignia*, published by Patrick Stephens Ltd.

which proved cumbersome and weakened the overall construction.

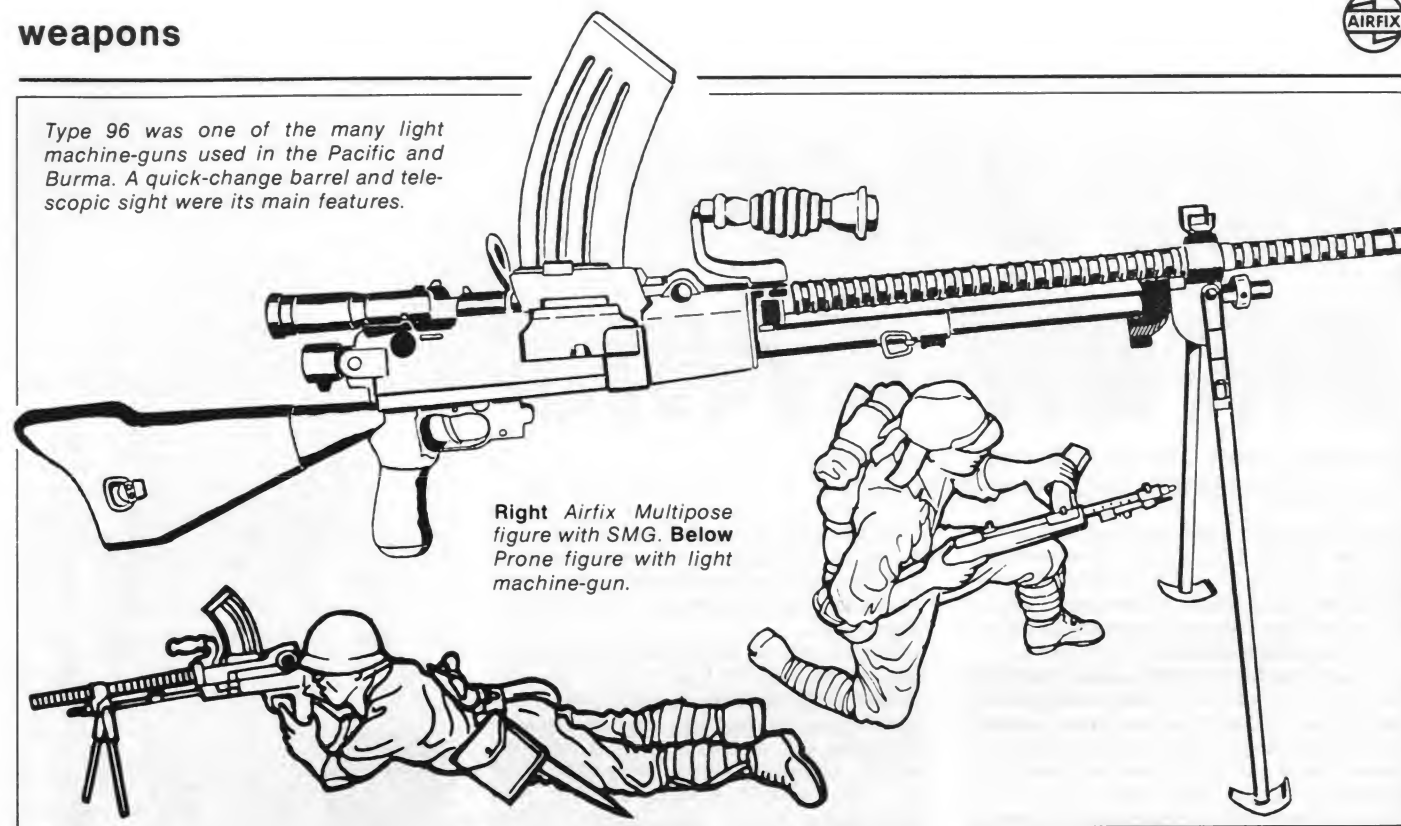
Type 44 was another short rifle with a permanently fixed folding bayonet. Another variant was Type 97, again much like Type 38 but issued with a telescopic sight for sniping purposes. The military boasted a high quality of marksmanship



Left Infantryman with Type 38 rifle, mainstay of the Pacific campaigns. The sling fastened under the band around the stock and not higher up as shown here. Top Type 97 was a variation for snipers fitted with scope and monopod for pin-point shooting. Above The Type 100 SMG came with a variation for paratroopers featuring a folding butt sawn then hinged just behind the trigger guard.



Type 96 was one of the many light machine-guns used in the Pacific and Burma. A quick-change barrel and telescopic sight were its main features.



Right Airfix Multipose figure with SMG. Below Prone figure with light machine-gun.

and indeed they took heavy toll of US forces from the high trees and cleverly constructed bunkers on the Philippine Islands. Type 97 was longer than the other rifles and as a result a folding wire monopod was fitted to the fore-end to assist pin-point accuracy.

By far the main advantage of the 6.5 mm round was its small flash and low recoil which made it difficult to detect where a shot had come from, a nerve-racking experience for those on the receiving end. However, battle experience in some of the early Chinese campaigns had indicated that a heavier cartridge was needed for rifles and machine-guns and as a 7.7 mm

round was already in its early production stage by 1939 it was decided to produce some rifles to fit it.

Manufacture started on three basic types, of which small quantities filtered through to combat areas, but the demands were too much for Japan's factories and they could not cope. They did, however, turn out millions of Type 38s, although quality deteriorated since good wood and metal became harder to find as the war progressed. Armament manufacturers had started experiments with self-loading rifles in 1922, but abandoned the project shortly afterwards. They should have continued the work rather than pursue two calibres of bolt-action weapon, which fell far short of Allied rifles in almost every way.

There was little to compete with the sub-machine-gun for close-range jungle fighting. British and US forces were issued with several types, making good use of them in Burma and the Pacific. The Japanese failed to appreciate the potential of the weapon, neglecting any real development until it was too late.

The government purchased small quantities of a Swiss design, the 7.63 mm Bergmann Model MP181, during the 1920s, some eventually being used by their Marine units at Bataan. Meanwhile, the Nambu Company was working on its own designs utilising two different pistol rounds, the existing weak 8 mm type loaded in 50-round drums, and a new 6.5 mm cartridge packaged in 30-round box magazines. Progress was sluggish during the 1930s and several models were amended until 1940 when the 6.5 mm Type 100 was adopted.

Timber along with the metal formed the fairly expensive construction common to weapons of the period. It was over-long at 34 inches but comparatively light at just over 7 lb. A lot of effort went into fitting a bayonet lug under the fore-end of the barrel and early Type 100s had an inbuilt compensator. The 30-round magazine was housed on the left of the receiver feeding a

blowback action working on automatic only at a slow rate of 450 rpm. Elaborate sights were part of the design with the rear one adjustable up to 1,500 metres which was a highly optimistic range. A bipod could be fitted to aid steady, sustained fire, but few were issued or used.

Paratroop divisions were issued with a special Type 100 with a folding butt. Again, like the Type 38 carbine, it was sawn through then hinged just behind the trigger guard and proved just as unsuccessful. The only occasion Type 100s seem to have been issued in quantity was for the Japanese invasion of the Dutch oilfields in Sumatra. A much revised model was introduced in 1944 with a simplified, more economical construction and realistic sights set up to 100 metres. It was a much better job than the original, but the effort came too late, production figures being 8,000 units or less. It is hard to say if the infantry's campaigns would have been more successful had they had more sub-machine-guns but no doubt this, together with the lack of automatic rifles, hindered much progress.

Any real progress was also impossible in the manufacture of machine-guns because of the changeover from 6.5 mm to 7.7 mm cartridges. Many types of light machine-gun were in the pipeline at the same time which must have been a nightmare for ordnance personnel.

The starting point was for Japan to adopt some French Hotchkiss designs after the Russo-Japanese war. There was another model in 1914 and this and the earlier weapons were adapted to take the 6.5 mm round which was far too light for machine-guns. The Nambu factory then took responsibility for all future designs using the Hotchkiss as a basis.

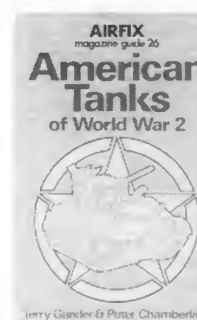
Type 11 appeared in 1922, gas-operated, fully automatic like all subsequent weapons of its type, 43.5 inches long and weighing in at 22 lb. It came with a bipod or an elaborate heavy tripod. The magazine

Continued on page 680



Squat, ugly and unsafe, the Model 94 automatic was carried by officers along with the traditional sword.

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was a weird hopper device on the receiver taking 30 rounds made up of five-round charger clips placed one on top of the other.

Type 11 fired at 500 rpm and as it did so stripped each charger then ejected it with the empty cases. The cartridges had to be pre-oiled for the system to work properly and this attracted grit and sand by the ton which caused many malfunctions. Excessive costs during production led Nambu to look for something better.

There then followed a series of weapons based on the Type 11 in both 6.5 mm and 7.7 mm calibres. Types 91 and 97 appeared in 1931 and 1937 respectively. They were tank guns and at this point conventional box magazines were being introduced together with a series of telescopic sights. Many innovations from the Czech ZB 26 light machine-guns were incorporated into the mechanisms, and belt-fed systems were also experimented with.

One of the Type 11 variations was the Type 96 which appeared in 1936. It was lighter than its predecessor and at first glance looked a little like the British Bren Gun because of the 30-round curved magazine and carrying handle which sat on top of the receiver. Calibre was 6.5 mm again but the ammunition still had to be oiled so an impregnated magazine loader was introduced. The familiar finned barrel was there, being a quick-change type which was a blessing. A small telescopic sight was also available with some models.

The 7.7 mm Type 99 was the last significant LMG to be shipped to the Pacific. Introduced in 1939, it was much like the Type 96 but heavier and by this time the oiled ammunition systems had been abandoned. One wonders how the Japanese ever started the war with so many types of light weapons to keep track of.

Their standard sidearms were just as perplexing. Officers carried swords along with a pistol as a matter of tradition, using both to lead their troops in the notorious *Banzai* charges. The weapons were all automatics, and all later types fired the low-powered 8 mm Japanese pistol cartridge and all were poorly made. Type 14, a 1924 Nambu model, was the standard, of which there were several variations all looking a little like the German Luger.

Airfix have chosen the Model 94 to issue with the Multipose kit. It was originally introduced in 1934 for the export market, but was so badly constructed no other nation took it, so it was eventually issued to the infantry. The only way to describe the Model 94 is squat and ugly. It was also dangerous as its trigger mechanism was constructed so a chambered round could be discharged before the breech was closed and locked. An externally mounted extension bar sear was located along the outer edge of the receiver which, if accidentally knocked, set off the first round in the breech.

Six 8 mm cartridges were the standard load, but the empty magazine was difficult to withdraw as a platform attachment held the bolt in an open position so one was pulling against pressure exerted by both the bolt and the recoil spring. It was common practice throughout World War 2 for troops to take and use captured enemy weapons, sometimes preferring them to their own. The same cannot be said for the Type 94. □

Royal Marine Corps Grenadier

Sergeant, 1780, modelled by Christopher Davies

THIS CONVERSION is based on the Airfix British Grenadier kit and is a relatively simple conversion which uses no parts other than those supplied with the kit. The 'paper' referred to for straps is obtained by removing the backing from silver cigarette packet paper, doubling it over and gluing it with UHU for extra strength.

The head and bearskin are constructed as shown in the kit. The bearskin plate design and the cords and tassel are scraped off. The Marines at this time wore a fouled anchor on an eight-pointed star which was slightly raised from the plate. To bring out the design, first paint the plate with gunmetal, then dry brush with silver.

The rear of the bearskin is red as in the kit, but with a white fouled anchor painted in the centre. At the extreme base is a small white grenade. The hair was still worn powdered, tied with a black silk ribbon.

The next stage is to construct the torso, which consists of a moulded waistcoat and jacket with tails. The print on which I have based my research shows the waistcoat to have slightly longer front panels. It has eight silver buttons. To lengthen the kit waistcoat with plastic card is fairly simple, but do not do this until the legs are added as it helps to hide the join. In the meantime, scrape or file all button detail off the front of the jacket and add a black silk throat stock from filler or rolled-up paper.

Now construct the legs. A short form of gaiter was worn in the Grenadier and light companies. It was pointed at the rear and was worn over light grey or white knee

stockings. The short trousers had a strap and buckle just below the knee, with four buttons showing above the buckle. I make these buttons by first putting a blob of matt black paint, and then building up the button with successive blobs of silver paint. To make the gaiters, simply cut down the kit ones, not forgetting the point at the rear. The strap and buckle are from plastic card. The legs are then cut at knee and thigh, repositioned and filled. When this is completed, the waistcoat may be lengthened and a Sergeant's crimson waist sash added. This was worn over the belt and has two hanging tassels on the left front hip.

The jacket is red, with white facings and cuffs. It has seven buttons on each side, with a further one on each side of the collar. The buttons are again silver with very simple buttonholes painted on in black.

At this point the arms are added, remembering to file away all button detail and replacing it with three silver buttons and buttonholes. Parts 8 and 11 were used, being cut at the elbow and repositioned. This was also done with the hands. Also added at this point are two flap pockets at waist level on the jacket. They are red, edged all round in white with three white vertical stripes between the two outer edges.

The equipment hangs on two cross straps. I use paper which I find hangs more naturally than the plastic card supplied with the kit. The paper is liberally coated with semi-gloss white paint. On the left hip hangs a combined sword and bayonet scabbard, the sword being the lower of the two. The holder is formed by bending the front cross strap over at the left hip, making a 'V' shape, and continuing the strap across the back to the rear of the left shoulder. In the 'V' are cemented the sword and bayonet scabbards. The fixing studs are built up in the same manner as buttons, but using brass paint. For simplicity, the kit sword was used, the blade being covered in thick semi-gloss black paint to cover the blood groove and represent the scabbard. Both scabbards have brass tips and the sword hilt is also of brass. On the right hip hangs a cartridge case which is again semi-gloss black.

The epaulettes and wings from the kit are then cemented on to the shoulders. They are red, trimmed with white and with silver buttons. Sergeants wore white double cords which hung down from the right shoulder. I used fairly thick thread stuck with UHU glue.

The musket from the kit is used, with a wide sling constructed from paper, and to complete the figure, light green grass mat is cemented to the base supplied and the figure cemented to the mat with UHU or a similar clear glue.

Colour guide

Bearskin — matt black, red at rear with white fouled anchor and grenade; jacket — red with white facings and silver buttons; waistcoat/trousers — off-white with silver buttons; stockings — white or light grey; gaiters — matt black with nine silver studs; shoes — semi-gloss black leather; cross straps/rifle sling — semi-gloss white leather. □



UP 4 Squadron (c)

On September 1 1945 605 Squadron was re-numbered 4 Squadron at Celle and the UP code was retained on its Mosquitoes and Vampires until 1951, eg, UP-F:VL728; Vampire FB 5 UP-A:WA120.

UP

There is also evidence of this code being used by a Wellington unit, possibly 11 OTU, eg, Wellington X UP-F:JA129.

UQ 211 Squadron (c)

This Middle East Blenheim squadron was coded UQ from the outbreak of war until at least the end of the Greek campaign in 1941, eg, Blenheim I UQ-R:L6670

UQ

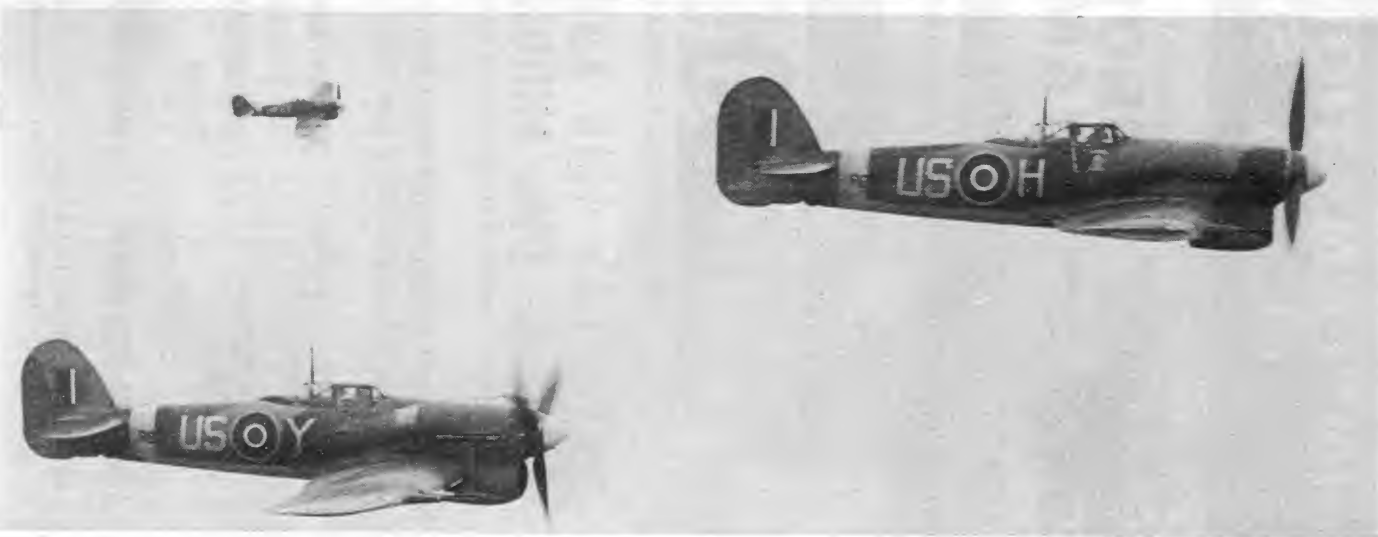
Allocated to No 1508 Flight, no known use.

UQ

Also evidence of use on Wellingtons in 1941.

US 56 Squadron (c)

This famous fighter squadron used this code combination from September 3 1939



Squadron codes and colours 1939-56



By Michael J. F. Bowyer and John D. Rawlings

until 1950 when it changed back to its pre-war red/white check markings, eg, Hurricane I US-W:P3702; Hurricane IIB US-M:Z3442; Typhoon IA US-L:R7599; Typhoon IB US-K:JR503; Spitfire IX US-H:ML189; Tempest V US-I:NV647; Meteor F3 US-H:EE271; Meteor F4 US-N:VT232.

UT 461 Squadron (c)

This RAAF Sunderland squadron operating over the Western Approaches of the Atlantic from Pembroke Dock, carried UT on its

aircraft towards the latter stages of World War 2, eg, Sunderland III UT-G:ML771.

UT 17 Squadron (c)

This squadron was re-formed from 691 Squadron at Chivenor on February 11 1949 and was disbanded there two years later. Its aircraft, used for AAC duties, were coded UT, eg, Spitfire LF 16E UT-H:SM406; Beaufighter TT10 UT-7:RD771; Oxford T1 UT-Y:NJ296; Harvard T2B UT-M:FX222.

UU 61 OTU/226 OCU (c)

Based at Heston, Rednall and later Keevil, this OTU trained fighter pilots from June 1941 until July 1947. Then its aircraft were transferred to 226 OCU at Stradishall and the codes retained for some years. Examples are Spitfire VB UU-F:AB236; Spitfire XIV UU-B:SM896; Spitfire LF 16E UU-F:TE479; Spitfire FR 18E UU-Z:TP315; Spitfire PR 19 UU-H:PM637; Spitfire F 22 UU-H:PK402; Mustang III UU-J:PX923; Meteor F8 UU-M:WH376; Meteor FR9 UU-C:WB137; Vampire T11 UU-UT:XE923.

UV 460 Squadron (c)

This RAAF bomber squadron was formed at Molesworth with Wellingtons on November 15 1941, changing to Halifaxes and then Lancasters in 1942 and using the latter until October 1945. It used the code UV until May 1943 when, on moving to Binbrook, the letters were changed to AR. Examples are: Wellington IV UV-U:Z1402; Halifax II UV-B:DT481; Lancaster I UV-U:ED421.

Above left Mosquito VI NT181 of No 4 Squadron photographed at West Malling in 1949 sporting blue codes outlined in yellow. **Left** Hurricanes of 56 Squadron flying from North Weald early in 1940. **Below** Some of the same squadron's early Typhoon IBs in 1942

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NEW KITS AND MODELS

ESCI military vehicles

JONES BROS of 56 Turnham Green Terrace, London W4 9QW, have recently sent us three new ESCI 1:35 scale military vehicle and gun kits. These are the 2 cm Flak 30 light anti-aircraft gun and detachment, which retails for 85p; Demag SdKfz 10 light half-track with 7.5 cm M-18 infantry howitzer, priced at £3; and the same vehicle as SP mount for the Flak 30, also at £3.

ESCI have already established an enviable reputation for their 1:72 and big 1:9 scale military kits and it is pleasant to be able to say that the same high standards are being maintained in their comparatively new 1:35 scale range.

With this trio they have obviously kept tooling costs down by use of common components, in particular the marriage of the Demag half-track chassis with the Flak 30. This has, however, led to a situation where the gun in the SdKfz 10/4 kit is moulded in dark grey plastic, as in the individual kit, while the half-track parts are in a sand-coloured plastic. This means that the model will need a neutral undercoat if the final paint scheme is not going to appear in two tones.

Taking the little Flak 38 on its own first, this is a straightforward model although the instruction sheet is a bit confusing in places and will need careful study before assembly commences. One comment here is that ESCI could do well to take a leaf from Tamiya's book and include a diagram of parts on their sprues to aid identification.

The kit includes four gun detachment figures and a very clear painting guide on the box.

The Demag half-track is a delightful kit with crisp and highly detailed mouldings although, again, the instructions are none too clear. In its basic form it comes with seats for the rear compartment and an optional simulated-canvas tilt. As is often the case the latter looks too 'tidy' and would be better replaced by a tilt made from fine drawing linen or similar on a scratch-built frame. In its '10/4 guise the Demag has the same sand-coloured chassis and bonnet components but with a different flat floor and folding sides to accommodate the Flak 30: like the gun, these are moulded in grey plastic! One very nice touch here is the provision of a section of fine plastic mesh to simulate the wire mesh side panels on the original vehicle.

The basic SdKfz 10 kit comes complete with five crew figures for the vehicle and a Feldgendarme in greatcoat, but the painting instructions on the leaflet are imprecise and reference to a book on German uniforms will be required for the details. A

crew for the 7.5 cm gun will have to be purchased separately or converted.

Italaerei figures

DEUTSCHES AFRIKA KORPS. Rather a mixture with some reasonable figures and some very bad ones. Generally speaking, the anatomical proportions are rather poor,

although this is common among many commercial figures. It is doubly to be regretted in this case because the accessories are really rather good. Some of the most celebrated of all studies of anatomy were made in Italy; perhaps Italaerei can find a new Leonardo to help them out!

Matchbox militaria

MUCH THE same remark can be made about the latest trio of military kits from Matchbox. These are the long-awaited M3A1 'Honey'; Morris C8 Mk II with Willys Jeep and 17 pdr gun; and SdKfz 11 half-track, BMW R75 motorcycle and 7.5 cm Pak 40, all in 1:76 scale.

Practically every manufacturer has now made a BMW, Jeep and Pak 40, and unfor-



Top right ESCI Demag half-track with Flak 30. Centre right The same vehicle with towed 7.5 cm gun. Bottom right The basic vehicle.

touch, but even the tyro if he tackles the assembly with care, is going to end up with a model of which he can be justly proud.

ESCI Hs 123

THOSE MODELLERS to whom biplanes represent the epitome of aviation will surely welcome what to them is a very rare occasion; the release of a 1:48 twin-wing creation with a fan on the front. The subject is the Hs 123 of World War 2 fame which has already proved popular in 1:72 scale, due no doubt to its warlike pretensions which, the marketing people are always quick to point out, sells models to the pocket money brigade. It seems unlikely that a kit which is likely to retail around the £2.00 mark is going to find many takers in this alleged money spinning area, but it is still likely to become a best-seller. Maybe there is a test case here worth analysing?

The model is moulded in a grey plastic and although the simulated fabric covering does not really look convincing, it is acceptable once paint has been applied. The interior comes complete with seat, control column, rudder pedals and side consoles, all of which can be titivated to a greater or lesser degree to achieve the effect strived for by the individual. Similarly there is a lot of scope around the engine and its bay and effort here will not be wasted since the very nature of the crisply moulded cowling will draw attention to this area.

Interplane struts needed filler in one or two places to hide sink marks but this is a small price to pay for what can be turned into a showpiece.

Markings for an A-1 used by the Legion Condor or by LL/SG 2 are provided and these also include an instrument panel.

ESCI are to be congratulated on their choice of subjects for their first three releases in 1:48 scale, and these two certainly look to be a class above the MRCA Tornado, which in some respects was disappointing. The A-10 and Mirage featured on the present models' box art are looked forward to with great anticipation.

Diesel loco

NEW TO Hornby Railways OO gauge scale model range is the BR Class 29 Type 2 Bo-Bo diesel-electric locomotive which is available in either green livery (catalogue No RO80) or blue (RO84).

The Class 29 was one of the earlier diesel designs to be introduced on to the BR network and the first of the 29 locomotives appeared from the North British Glasgow works in 1959. The small but distinctive Paxman-engined locomotives, with their characteristic 'sad-eyed' look, started their working lives on the suburban lines out of King's Cross but soon found their way back to Scotland where they were employed principally on local passenger duties.

The two Hornby models faithfully recapture the prototype with its intricate grille work and bogie frame detail. The models are powered by a Silver Seal Ringfield motor and include the standard Hornby features of fully detailed cab interiors and a realistic semi-matt finish.

In common with all Hornby bogied diesels, both the trailing and motor bogies have electrical pick-ups which ensure smooth running over dead sections.

The suggested retail price of these Hornby locomotives is £9.95 each.

BOOKS FOR MODELLERS

Aviation

The Mosquito Manual — RAF Museum Series, General Editor John Tanner, Director of the RAF Museum. Arms and Armour Press, 2-6 Hampstead High Street, London NW3 1PR. **Price £7.95.**

THIS IS the latest volume in the series of reproductions of Air Publications drawn up during the war for maintenance of Royal Air Force operated aircraft.

It concerns itself with the Mosquito Mk II fighter and two derivatives lesser known, the Mk XII and Mk XVII which had nose radomes in place of machine guns.

Without doubt the most interesting items for model makers are the diagrams of many parts of the aircraft. The cockpit layouts depicted will aid detail work, and the undercarriage notes are likely to be useful. Many features of the design are shown in detail, so that nobody who models a Mk II or the others dealt with will have any excuse for not producing an accurate model.

These books are hardly of the bedtime story variety. Indeed, if your wife catches you in bed with this book she may assume all sorts of things have happened to you. These volumes are delightful to obtain if you remember how difficult it was to smuggle one out during the war. Perhaps that's one of the most satisfying aspects of having them!

Komet: The Me 163, by Jeffrey L. Ethell. Ian Allan Ltd, Terminal House, Shepperton, Middx. **Price £6.50.**

STUDENTS of the Luftwaffe in World War 2 as well as aviation enthusiasts in general will find much to interest them in Jeffrey Ethell's book about the legendary Me 163 rocket-powered interceptor.

In the past much has been written about the diminutive aeroplane which was apparently as lethal to friend as it was to foe, but at last someone has put everything into the right perspective and come up with an accurate as well as entertaining and well-written account.

The book has many previously unpublished pictures and some very good colour profiles and unit badges. There are several appendices covering everything from the technical specification to individual histories: a useful bibliography completes the reference section.

This is a book which can be strongly recommended even if the asking price of £6.50 does seem a little steep for 160 pages.

Soviet Aircraft of Today, by Nico Sgarlato. Arms and Armour Press, 2-6 Hampstead High Street, London NW3. **Price £4.95.**

AS A QUICK guide containing line drawings and some useful photographs this book is worth having, but as a work of literature it hasn't left the primary school.

It is obvious that the book has been translated (very poorly) from Italian but this does not excuse the spelling, poor grammar and factual errors, all of which should surely have been picked up at the proof reading stage. In places it is impossible to understand just what the author is trying to say despite reading the paragraphs concerned several times. On page 3 we find a sentence starting 'Tanks to the ever constant role...'; this should be 'Thanks...', a very basic mistake which is by no means in isolation. On page 53 we are told that Lieutenant Belenko defected in his MiG 25 in September 1967!; most enthusiasts will appreciate that this is a transposition of the last two numbers and should be 1976, but why ever was it not picked up? Slapdash editing like this leads one to wonder if some of the accumulated facts might not also be suspect.

Having said all that, if you are prepared to pay £4.95 for a book in which the text is an insult to the English language, you will get some nice photographs, useful tables, good line drawings and indifferent colour profiles. If your thing is Soviet aircraft you might well be tempted, otherwise it might well be worth while waiting until someone tackles the subject in a more professional way.

The RAF: A Pictorial History, by Bruce Robertson. Robert Hale Ltd, Clerkenwell House, Clerkenwell Green, London EC1R 0HT. **Price £6.50.**

BRUCE ROBERTSON will need no introduction to readers of *Airfix Magazine*, and his latest book is bound to consolidate his reputation as one of the country's leading aviation historians. Although not intended as an authoritative history, this book not only covers the heroic exploits of the RAF in World War 2, but also throws light on some rather neglected facets of the force, including its early years, its organisation and training, its role in the inter-war period (this is particularly well covered) and its development in the 1950s and 1960s.

Bruce Robertson wisely avoids going over old ground by devoting too much space to well-documented areas such as the Battle of Britain, but he does reveal some interesting facts and figures behind the scenes. For example, he refers to the 1,000 bomber raids thus: 'For such a night's operation the aircraft required 2,000,000 gallons of petrol, 70,000 gallons of oil, 5,000 gallons of coolant and 15,000,000 litres of oxygen. They carried some 4,500 tons of bombs, ten million rounds of ammunition, 8,000 pints of coffee and 6,000 lb of food. The work involved 6,000 vehicles, 3,500 bomb trolleys and 30,000 bicycles working at dispersed sites.'

Of course, the photographs make up the bulk of the book, and on the whole I couldn't fault the choice. Indeed, it was refreshing to see so many unfamiliar illu-



strations — so often authors rely on old favourites! All in all, it is a book I would recommend to anyone who wants a balanced and carefully put together illustrated history of the RAF.

The Observer's Book of Aircraft, by William Green. Frederick Warne & Co Ltd, 40 Bedford Square, London WC1B 3HE. **Price £1.25.**

WHAT MORE can be said about this perennial little pocket book? This latest printing is the 27th edition, so there can be few serious aircraft enthusiasts around without a copy.

The contents of the 1978 edition embrace the latest aircraft of nearly a score of countries; its scope includes such new military and civil debutantes as the F-18 Hornet shipboard fighter, the Mirage 2000 multi-role fighter, McDonnell Douglas' AV-8B derivative of the Harrier and the Canadair CL-600 Challenger business executive aircraft, all of which are expected to commence their test programmes during the course of the year. It also contains newcomers of the past 12 months, such as Antonov's An-32 freighter, the NDN-1 Firecracker military trainer and the M-18 Dromedar agricultural aircraft, plus latest variants of well-established aircraft such as the L-1011-500 version of the TriStar airliner.

As usual excellent value for money at £1.25 for 254 informative pages.

Jane's Pocket Book 20: Helicopters, compiled by Michael J. H. Taylor and edited by John W. R. Taylor. Macdonald and Jane's Ltd, Paulton House, 8 Shepherdess Walk, London N1 7LW. **Price £3.50 (PVC limp), £4.50 (casebound).**

HELICOPTERS these days seem to play an increasingly large part in air shows, and certainly they attract an enormous amount of attention. I would therefore imagine that this latest Jane's Pocket Book will reach a large and appreciative audience.

The 20th title in this well-established and prestigious series deals with all helicopters currently known to be flying throughout the world, as well as some types which are in the development stage. The format is identical to the previous books, and each entry includes a large full-page photograph together with a three-view drawing and detailed specifications from power-plant to accommodation.

The quality of the illustrations is excellent, making it an ideal reference source for recognition purposes. Produced in a

hard-wearing plastic binding it will fit very neatly into your car glove pocket. Make sure you get a copy before you go to your next air show!

Jane's Pocket Book 2: Major Combat Aircraft (New edition), edited by John W. R. Taylor. Macdonald and Jane's Ltd, Paulton House, 2 Shepherdess Walk, London N1 7LW. **Price £3.50 (PVC limp), £4.50 (case-bound).**

THIS IS a new edition of John W. R. Taylor's excellent little pocket reference book on modern combat aircraft. A high proportion of the photographs have been replaced by new ones, all the text updated, and lists of variants of each design added to enhance reference value. Intended mainly as an aircraft recognition manual, the book covers every known type of combat aircraft in service or in production throughout the world, except one or two obsolescent types such as the piston-engined Mustang which still flies with some small air forces in Latin America.

Each entry includes a large photograph of the aircraft, a three-view drawing, and detailed specifications on power plant, wingspan, length overall, max T-O weight, max level speed, service ceiling, range, armament and service details.

There is no doubt that every aircraft enthusiast should have a copy of this superb little pocket book. Well printed and carefully put together it represents first-class value at today's prices.

Aircraft Museums Directory (British), compiled by Gordon Riley. **Price 65p; Aircraft Museums Directory (European)**, compiled by Bob Ogden. **Price 95p.** Both published by Battle of Britain Prints International Ltd, 3 New Plaistow Road, London E15 3JA.

BOTH THESE attractive little booklets come from the publishers of *After the Battle* magazine, and both are very useful guides for aviation enthusiasts. The British one, which includes a short photo section, is now in its third edition and gives details of aircraft preserved in collections within the UK. Each entry includes type, registration/serial, alternative location (where applicable), and status today, plus of course details of addresses and admission charges.

The booklet devoted to European aircraft gives similar information, but is not surprisingly twice the length, hence the higher price. They have both been designed to a

convenient pocket book size, and will be especially useful *vade mecum*s to take with you on holiday.

Military

Hitler's Germanic Legions: An illustrated history of the Western European Legions with the SS, 1941-1943, by Philip H. Buss and Andrew Molloy. Macdonald and Jane's, Paulton House, 8 Shepherdess Walk, London N1 7LW. **Price £8.50.**

THE SUBJECT OF foreign volunteers in the Waffen-SS is fraught with contention, and a balanced appraisal of their motives and fighting record has been long overdue. It is an emotionally charged issue and authors Buss and Molloy are to be congratulated for their objectivity, although the subject matter itself will no doubt be as repulsive to some readers as was the German book *Wenn alle Bruder schweigen* reviewed a few months ago.

Hitler's Western 'Legions', recruited in France, Holland, Belgium, Denmark and Norway after their countries' capitulation, have been seen variously as traitors and as heroes fighting for western civilisation against the forces of Bolshevism. They have been accused of trying to escape the restrictions on civilian life under the Occupation and of various other unsavoury motivations. As this book shows, whilst all of these descriptions are true of individuals, the average volunteer was neither politically nor selfishly motivated, but simply immature and confused. Nor was life in the Legions any more pleasant than civilian life at home: thrown into the fighting on the most brutal front of the war, and treated with contempt by the regular SS, theirs was not an easy lot. And after the end of hostilities, of course, most were treated as traitors and shot or imprisoned.

This book only deals with the 'Germanic' Legions — it does not discuss the French 'Charlemagne' Legion, the small British contingent of ex-PoWs or the multiplicity of Slavonic formations. It describes how the concept of the Legions first arose to 'justify' Hitler's invasion of Russia as a European 'crusade' against communism, the manpower problems experienced by the Waffen-SS, and the terms of service and material inducements offered to volunteers. The book then briefly describes the treatment the volunteers received at the hands of their regular SS instructors, and their deployment on the Eastern Front.

Individual chapters then detail the com-

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bat histories of the various Legions — the Freiwilligen-Legions 'Niederlande', 'Flantern', 'Danmark' and 'Norwegen', the Germanic SS Panzer Korps, etc — with a short section on the post-war reckoning. This is followed by the most useful section for modellers on Legionary uniforms, insignia, collar patches, cuff bands, arm shields and colours.

There are appendices on the Finnish Legion, the Breton Nationalists and the ethnic Germans from North Schleswig, SS oaths, and a list of Legionary commanders; an extensive bibliography and a useful index.

The book is lavishly illustrated throughout with many clear photos of Legionaries in action, portraits of individual officers and men showing uniform detail in close-up, and a few colour plates showing mainly recruitment posters but also standards and arm shields.

The publishers rightly claim that 'The text and illustrations of *Hitler's Germanic Legions* throws a new and penetrating light on these comparatively small, but politically important, elements of Himmler's SS army.' For all serious students of the war it will be a 'must'.

Now how about a similar title on the Slavonic Legions?

Military Flags of the World 1618-1900, by Terence Wise with colour plates by Guido Rosignoli. Blandford Press, Link House, West Street, Poole, Dorset BH15 1LL. Price £4.50.

OBVIOUSLY A book spanning some 300 years of history must be something of a pot-pourri, the selection of the military flags to be included being dictated both by personal choice and availability of information. However, it must be said that Terry Wise has done a good job in this handy and informative Blandford colour book, although it will be of more use to figure modellers without a penchant for any specific period than to wargamers requiring a large number from a particular war or campaign.

The book covers the period from the 30 Years War to the Colonial wars of 1870-1900, embracing on its way the English Civil War, the Seven Years War, the American War of Independence, the French Revolutionary and Napoleonic Wars, the Crimean War, the American Civil War and the Franco-Prussian War, to select the highlights. Many other lesser known campaigns are also included and, of course, flags were often in use for a much greater period than just one war so the selection in any one time span is, in fact, broader than appears at first sight.

Terry has also been at pains to include a large number of flags belonging to relatively unknown units, as well as the more 'popular' ones.

Although the excellent colour plates are not to scale, the informative captions give dimensions and in many cases are supported by line drawings showing variations. Altogether a very useful little reference book.

Uniforms of the Peninsular War 1807-1814, by Philip Haythornthwaite with colour plates by Michael Chappell. Blandford Press, Link House, West Street, Poole, Dorset BH15 1LL. Price £4.25.

FOLLOWING THE same formula started in *Uniforms of Waterloo* and *Uniforms of the Retreat from Moscow*, this respected author/artist team have come up with another cracking good little book which will be of tremendous value to Napoleonic figure modellers and wargamers.

Covering the uniforms of Britain, Spain, Portugal, France and the French allies in the Peninsular, it includes Line, Light and Guard infantry and cavalry units, artillery uniforms and a variety of little-known formations including guerrillas and montagnards. The colour plates are backed by extensive and informative captions and lists of regimental facing colours, etc, plus a short introduction to the war and the nationalities taking part, a list of British regiments present (why only British though?) and a hitherto unpublished eyewitness account of the battle of Talavera.

Over 150 uniforms, both full dress and campaign 'scruff', are illustrated in full-colour, with several more in black and white. It is an invaluable companion to Windrow/Embleton's *Military Dress of the Peninsular War* published by Ian Allan several years ago and should be deservedly popular.

After the Battle No 20. Battle of Britain Prints International Ltd, 3 New Plaistow Road, Stratford, London E15 3JA. Price 75p.

THE LATEST edition of *After the Battle* contains some interesting features, including a lengthy article on the death of General Sikorski, an account of the making of the film *Twelve o'clock High*, a profile of Lieutenant General Moshe Dayan, a short piece on Monty's wartime caravans, a very detailed article on airfield construction in Holland, and the remarkable story of how a Panther tank was discovered in a Surrey scrapyard in 1977! Like all the *After the Battle* magazines, it is well worth buying.

IMPORTANT ANNOUNCEMENT

BY MUTUAL AGREEMENT, Airfix Products Ltd and PSL Publications Ltd jointly announce that, after the publication of the September issue, PSL Publications Ltd will no longer be responsible for publishing *Airfix Magazine* on behalf of Airfix Products Ltd.

Commencing with the October 1978 issue, publication of *Airfix Magazine* is taken over on behalf of Airfix Products Ltd by Gresham Books, Unwin Brothers Ltd, The Gresham Press, Old Woking, Surrey, telephone Woking 61971. Surridge Dawson & Co (Productions) Ltd will continue to distribute and Jackson Rudd and Associates to act as advertisement representatives for *Airfix Magazine*.

All correspondence or other communications should from August 25 be addressed to Gresham Books. From the October issue the Editor will be Chris Ellis, who was previously editor in the 1965-72 period.

Airfix Magazine, founded in 1960, has been published on behalf of Airfix Products Ltd for the past 11 years by PSL Publications Ltd, an associate company of well-known specialist book publishers Patrick Stephens Ltd, whose list includes a range of books on all aspects of modelling published in association with Airfix. These books will, of course, continue to be published and distributed by Patrick Stephens Ltd.

Stolen props

AT THE RECENT meeting of the British Aircraft Preservation Council it was announced that the Strathallan Aircraft Collection had suffered a considerable loss by the theft of no less than 18 Spitfire propeller blades from the Sussex home of Sir William Roberts.

The blades were considered recoverable for use on a flying aircraft and whoever stole them obviously knew what he wanted as a number of other attractive-looking blades were left untouched.

The theft will be universally condemned and all readers are asked to look out for black wooden blades — Part No RA 10129/RS — with the following serial numbers:

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It is possible that the stolen items may be offered for sale, either for reconstruction purposes or as souvenirs, and anyone observing a blade or blades numbered as above should contact Dick Richardson, Manager of the Strathallan Aircraft Collection at Auchterarder, Perthshire (Tel 076 46 2545) or the nearest police officer.

IPMS membership

READERS' ATTENTION is drawn to the fact that the new membership secretary of the IPMS is: David G. White, 16 Maria Theresa Close, New Malden, Surrey KT3 5EF. No further correspondence should be sent to the recently advertised Enfield address, and anyone who has experienced difficulty over the last few months to that address should contact Dave.

Pike and Shot Society

THE PIKE AND Shot Society have sent us details of their activities for the benefit of readers who may wish to join. The society's aim is to foster interest in the military history and wargaming of the period from circa 1450 to the end of the 17th Century. It has been in existence since 1973. The society offers a number of facilities to members, including its official journal *Arquebusier*, league competitions, entry to local and regional wargames meetings organised by society members and access to the advice and comment of such knowledgeable people as George Gush, Don Featherstone, John Norris and Phil Barker.

Full membership is open to anyone aged 14 or over. Annual subscription is £3.50. For full details please write, enclosing an SAE, to either:

M. Wasilewski, Treasurer, 100 Woodhouse Road, Finchley, London N12 0RL or Jeff Bayton, Membership Secretary, Upper Flat, 24 Shalford Road, Guildford, Surrey GU4 8BL.

Sci-Fi modelling

A NEW MODELLING club, provisionally entitled the Space and Science Fiction Models Club, is being formed in Hatfield. It will be concerned solely with space and science fiction models in all scales and materials. Anyone interested in joining, or forming a local branch, should write (enclosing an SAE) to:

Stephen Horwood, 12 Cherry Way, Hatfield, Herts AL10 8LE.

7th US Cavalry

I READ Part One of John Reed's article on the 7th US Cavalry in the March issue with interest. I noted that the photograph at the top of page 378 was miscaptioned. It is doubtful that the soldiers in this photograph represent a patrol. Careful examination will reveal that all the soldiers are officers. Since it is unlikely that a patrol would be so constituted, I believe the picture shows a group of officers from Fort Thomas instead. The light coloured strap on the shoulder is quite obvious and should have been noted by the author. This form of rank insignia was introduced



LETTERS TO THE EDITOR

in the 1840s and can still be found on the current blue dress uniform.

Tim White, Hayward, California, USA.

Heller Storch

WITH REGARD to the review of the Heller Storch kit in the February issue: the reviewer stated that 'Heller have fallen into the same trap as Airfix and moulded these [undercarriage] components in the flying position.' I note that the Airfix Storch kit in my possession must be unique as it contains two sets of undercarriage, for either flight or ground display...

I am also prompted to write concerning another error, this time in the October 1977 issue, as no reference to it has yet been made. On page 96 the vehicle shown at top right is described as a Humber utility van; it is, of course, an Austin.

J. McWaters, Potters Bar, Herts.

Many thanks for pulling us up on these two mistakes, Mr McWaters. Ed.

Wargames championships

THE 1978 National Wargames Championships will be held at the Top Rank Suite, Reading, Berks, over the weekend of Saturday and Sunday, September 16-17 1978. The following periods are included in the team competition:

Senior (open to all ages) — 1) Ancient (using WRG 5th edition rules and army lists); 2) Medieval (using Table Top Games Lance rules — army lists provided); 3) Renaissance (using Table Top Games Tercio rules 2nd edition and published army list); 4) Napoleonic (using the 3rd edition of the Newbury Rules for Napoleonic Warfare formerly published by Leicester Micromodels — army list provided); 5) American Civil War (using the 2nd edition of the Newbury rules which were again formerly published by Leicester Micro — army lists included); 6) World War 2 Infantry Combat (Leicester Micro Infantry Action 2nd edition — army lists provided).

Junior (open to 18-year-olds and under) — 1) Ancients (rules as above); 2) Napoleonic (rules as above); 3) ACW (rules as above); 4) World War 2 micro-armour (WRG armour and infantry rules — army lists provided).

In addition there will be open (all ages) competitions in post-World War 2 micro-armour (WRG rules) and Colonial wargaming (Trevor Halsall 2nd edition rules).

The entry fee to all periods is £1 per entrant per period. Rules are not provided. Those for the ACW and Napoleonic periods are obtainable from the Newbury Wargames Club, price £1.40 including postage, others from the respective publishers.

Painting competition details are now available also.

For more information contact:

Malcolm Heavens, c/o 2 Shepherds Rise, Compton, Newbury, Berks.

That Waffen-SS review!

I WOULD like to reply to the two letters from Paul Wright and Peter Hofschroder concerning your review of *Wenn alle Brüder Schweigen*. First, let me say that I have had a copy of this superb book since last year and it is an excellent book well worth the money. I would advise any 'hysterical' to read it before he dared to lecture me about the SS! Is Mr Wright so naïve as to think that only the SS committed atrocities? The Allies — especially the Soviets — perpetrated atrocities, indeed it was the Soviets who were responsible for the

original ones (or has Mr Wright never heard of Katyn Wood?).

It is also apparent that Mr Wright has never heard of the Gulag or the death camps of SE Asia or he would not say that the SS were 'the cruellest and most degenerate organisation in recorded history': that epithet belongs surely to any one of the dozens of 'Red Guards', from Trotsky's version through to Mao's indoctrinated thugs!

The Waffen-SS were a group of tough professional soldiers, and soldiers are trained to kill. They had no connection with the rear-echelon murder squads except for individual cases of dual membership of Waffen-SS/general SS membership.

Incidentally, the 'public' did not react against the visit of the former SS officers, it was the media and certain extreme left-wing groups, one of which (the Socialist Workers Party) supports the IRA!

If Mr Wright wishes to join IRA sympathisers in a hysterical outburst against three old soldiers, he can do — but I won't.

To sum up, I am tired of those people like Messrs Wright and Hofschroder who fly into a fit (or appear to fly into one) every time the Waffen-SS are not portrayed as the bloodsucking vampires of 1940s propaganda films. They should understand that 'war is hell', as General Sheridan said, and atrocities are committed by all sides. Perhaps it should be remembered that at Arnhem, SS General Bittrich sent medical aid to the beleaguered paratroops, so they can't all be that bad!

Anthony D. Jones, Ashton-under-Lyne, Lancs.

AS A RESULT of your desire for further comments concerning the review of the Waffen-SS book *Wenn alle Brüder Schweigen*, I feel I cannot let Mr Wright's letter pass without comment.

While not wishing to sound callous, I feel there are several important facts Mr Wright has forgotten. First, and perhaps most important, the reviewer in question is a journalist reviewing a set quota of books each month — not a political deviant seeking to unearth the ghost of Heinrich Himmler (or for that matter any other Nazi figure). Second, only by inspecting such horrors closely, and not, as Mr Wright seems to suggest, by burying our heads in the sand and remaining content with the well-worn platitudes we have grown to believe, can we hope to avoid similar holocausts in the future.

As a final point may I quote from Nicholas Bethell's book *The Last Secret* concerning the repatriation of Russian refugees. 'This... does not concern His Majesty's Government. In due course all those with whom the Soviet authorities wish to deal must be handed over to them, and we are not concerned with the fact that they may be shot or otherwise more harshly dealt with than they might be under English law.'

I have no desire to exonerate the Waffen-SS, yet the passage I have quoted concerns our own democratically elected government.

Obviously one cannot whitewash the reputation of the Waffen-SS (nor should one try to). The reviewer's attitude was also unnecessarily flip-pant. However, our own country is, as I have shown, by no means guiltless. It is not necessary to regard the Waffen-SS as innocent pawns in a political game, I agree, but please let us be more objective and less emotional.

C. Price, Liss, Hants.

I AM A French reader and I am writing to answer Mr Wright and Mr Hofschroder's criticisms of the

book review in the March issue. I was not born when World War 2 ended, I am 28 years old, but I do not think these two English readers are right. I want to say that the first crime against humanity is WAR, and nothing else.

When Mr Hofschroder talks about 'Nazi atrocities' and the bad reputation of the Waffen-SS in the German Army, he forgets the several pictures of the Wehrmacht Heer shooting at 'partisans' in Russia or anywhere (there is a book full of these pictures called *Do Not Forget It*, or something similar, edited after the war in Russia). The Waffen-SS were not alone in committing such atrocities. This does not excuse them of course, I just want to explain that in any war soldiers can find themselves in the same role. Even the glorious RAF strafed Red Cross vehicles and convoys several times during the European campaign. It is known that General Leclerc, on May 10 1945, shot down 12 Frenchmen, former members of the French SS Division 'Charlemagne'. These are not the marks of humanity!

I understand how the two readers feel but I think it is more important to react against all the atrocities committed today than against some committed 30 years ago.

I would like to ask Messrs Wright and Hofschroder: 'what is the difference between the interdiction of the reviewing and sale of a book in the name of "humanity" and the interdiction and suppression of a book for political or "ideological" reasons in Hitler's Germany?' A silly parallel, I presume.

To conclude, I would like to say that I am a collector of Waffen-SS uniforms and I have never associated my hobby with a hidden Nazi sympathy — if a book is only paper, uniforms are only tissue! Don't be worried, Messrs Hofschroder and Wright: Hitler and his SS are dead, only the fanaticism remains... anywhere.

Michel Pluen, Paris, France.

OVER THE PAST few months I have been reading your letters page with special interest. That is to say ever since your review of the HIAG book on the Waffen-SS.

Unlike most, if not all, the writers so far I have a copy of that book. In fact I bought it in error, since I have had a copy for several years — true it's in German only. I did not connect the new version in English and German with my other copy.

If I object to anything, it is the way this version was launched. The bringing over to this country of former Waffen-SS men must have been done in the knowledge of the type of publicity it would get — and as they say 'any publicity is good publicity'.

Like most people I was brought up to hate anything German, and as for the SS! Unlike most I decided to investigate further, the result is that I now own quite a collection of books on the various sections of the SS.

This book is no worse, or better than most!

Dominic de Gale Miller is, of course, correct when he reminds us of the horrors of the camps. But, this type of evil still exists in many countries, long after the SS is dead — if not forgotten.

That this book, with its limited market, will in some way glorify the whole SS is rubbish. It is just a rather large collection of photographs of the SS in action. A reference book for modellers as much as anyone else — although at a price many will not bother to spend.

I assume it is because of its reference value that you reviewed it in the first place. There are, of course, many better and cheaper books on this subject already.

The book only covers the Waffen-SS fighting formations, not the Allgemeine-SS, the RSHA (which was the section of the SS controlling the SD and SIPO). Nor does it cover the Totenkopf camp guards, which I should point out were part of the Waffen-SS not the SD as you stated.

Any book attempting to glorify either the RSHA, or the death camps, would I feel sure find no market in any sane country. But to lump the whole SS together, as happened at Nuremberg, is wrong.

The Waffen-SS fought alongside the German army, and apart from a few isolated incidents, had no direct connections with the horrors caused by other sections of the SS. But it's so much

easier to condemn the whole vast organisation, rather than put the blame on the heads of those who deserve it.
H. J. Green, Hornchurch, Essex.

CONCERNING THE review of *Wenn alle Brüder Schweigen* in the March issue, as an ex-regular soldier I would like to say how much I agreed with your reviewer.

It is very easy to criticise with the advantage of hindsight, and from the viewpoint of contemporary western society. The Waffen-SS can only be viewed fairly from the attitudes pertaining in contemporary German society. This was a Germany which had been carefully indoctrinated to believe that it faced a struggle for its very existence. Those of us who were alive at the time will remember much the same situation in Britain.

It should also be said that the individual soldier did not have the right to decide which orders he should or could obey. Nor did he have the knowledge to appreciate whether the orders he was given were right or wrong. Much too, could happen in the heat of operations, which could influence the behaviour of an individual.

If we wish to make condemnations, we should condemn violence itself and man's inhumanity to man and nature.

P. G. Busby, Romford, Essex.

AS A FORMER citizen of a neutral country, may I express my opinion on the 'Waffen-SS review' controversy?

A true historian wants to know the facts as opposed to fiction or propaganda, and history cannot be written if research is hindered by political dogma. What the Waffen-SS is supposed to have done — and here we still have more propaganda than fact — has nothing at all to do with the interest it presents from a researcher's viewpoint.

When Napoleon's armies invaded the Iberian Peninsula, they committed quite a few atrocities — in many cases not against guerrillas, but against common people. Will Messrs Wright and Hofschroer use that as an excuse to condemn a favourable review of a Napoleonic book? Yagoda's and Yezhov's NKVD committed so many crimes against their own people that the Waffen-SS by comparison look like young choir-boys — yet a good book on the GPU/NKVD would be extremely welcome. Even as I write these lines, the Cambodian communists are exterminating their political opponents; but who would boycott the sale of a book about their struggle?

If Messrs Wright and Hofschroer took the trouble

of reading *Wenn alle Brüder Schweigen*, they would see that nowhere do the authors try to whitewash the Waffen SS — an organisation which, incidentally, had nothing to do with the concentration camps. History cannot be written without examining both sides of the question. It is regrettable that some people, in the last quarter of the 20th Century, react towards the Waffen-SS as the Inquisition did in the case of Galileo and Giordano Bruno, centuries ago, in less enlightened times.

It would only be fair to admit that atrocities just happen in wartime, and that the losers are not the only ones to commit them. A Waffen-SS man is not necessarily the devil incarnate, just as the average Tommy or GI Joe is no longer regarded as the crusader against the Evil One. The Second World War ended nearly 33 years ago, Messrs Wright and Hofschroer. Is it really necessary to prolong the hatred of the vanquished for ever? Would it not be the time to be objective rather than emotional? After all, if the Waffen-SS can be freely researched into, people will know what it really stood for — and, if that were evil, they will condemn it. But no one should be prevented from judging by oneself; the righteous are not afraid of the truth.

J. M. Andrade, Bewdley, Worcs.

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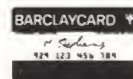
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